



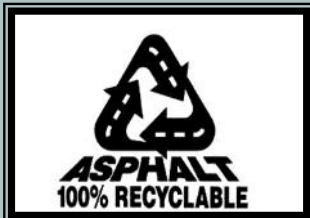
VAA Asphalt News

The Newsletter for Members and Friends of the Virginia Asphalt Association

Issue 3 - 2012

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25th Annual Fall Asphalt Conference Approaches

On October 1st, the Virginia Asphalt Association and the Virginia Department of Transportation will be celebrating the Silver Anniversary of the Fall Asphalt Conference. Initiated in 1987, the Fall Asphalt



Conference has become a fixture in Virginia for disseminating information on new specifications, new technologies and future plans for VDOT.

The 25th Annual Fall Asphalt Conference will commence at 1:00 pm on Monday, October 1st, with two sessions. The first session will highlight current and future management plans for VDOT. The session will feature Commissioner Whirley and Chief Deputy Commissioner Kilpatrick. Also, the session will include a District Administrators panel that will include brief comments by panel members and an opportunity for questions from the conference attendees. The second session on Monday will highlight the VDOT and VAA quality paving awards. Winners of these awards will be

spotlighted on the VAA website and in the VAA member directory.

Day two of the Fall Asphalt Conference will be packed full of sessions ranging from 2013 specification changes and updates on the asphalt and pavement research programs to focus on pavement recycling, and moving forward with paving initiatives. As with past conferences, the technical sessions will end with a panel

discussion led by VDOT's Chief Engineer, Mal Kerley.

Both Day 1 and Day 2 will conclude with an evening reception in the rotunda of The Jefferson Hotel where appetizers and drinks will be served.

Registration forms for the Fall Asphalt Conference can be found on the VAA website: www.vaasphalt.org. Contact the VAA office if you have any questions.



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If you would like to become a VAA sponsor, contact Caroline at: cfahed@vaasphalt.com

NEED TO CONTACT US?

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Independence Hosts VAA Invitational Golf Tournament

Up for a round of golf? On October 3rd, Independence Golf Club in Midlothian will host the 2012 VAA Invitational Golf Tournament. Independence Golf Club is the home of the Virginia State Golf Association Foundation. This course is one of the newest in the Richmond area and was designed by Tom Fazio. The course measures almost 6700 yards from the blue tees with a slope rating of 134.

The VAA Invitational Golf Tournament is a modified captain's choice format with a shotgun start. Teams can be set by the participants or will be arranged by the VAA. The final format of the tournament will be announced prior to the tee time.

1st and 2nd place teams will be awarded during the barbeque dinner as well

as longest drive, longest putt and closest to the pin prizes. There will be many cash raffle drawings funded by the gold tee and mulligan sales and a prize raffle for a free round in next years VAA Golf Tournament. A free foursome was won by Nicole McGowan of Spivey Pavement Marking in 2011.

The tournament is limited to 112 players or 28 teams. To register for the tournament, contact the VAA

office or download the registration form from the VAA website. If you are not a golfer or cannot make the tournament, but would like to eat some barbeque and enjoy fellowship with others in the asphalt industry, register for the barbeque only. Dinner starts at 5:30 and the days golf winners and prize drawings are announced as everyone eats. Come and enjoy the day or meet us at dinner time. We hope to see you



New Air Permit Fees Go Into Effect

Effective July 1, 2012, new air permit fees go into effect to help the Department of Environmental Quality (DEQ) with the cost of implementing their air programs. The action was necessary to prevent the state from having to turn the air program over to the EPA. The new fees include an annual maintenance fee that runs as high as \$10,000 for complex major sources with lower amounts for other permits. The annual emission fee rates were increased to \$57.90 per ton. Fortunately, none of these fees will affect asphalt plants as all in Virginia are

either "true minor" sources or "synthetic minor" sources and not subject to these charges.

The only new fees that apply to asphalt plants are for new or modified air permits. These payments (\$500) to DEQ will be made with the submittal of the air permit application form. Modified permits for synthetic minor sources have a \$250 fee. If your plant happens to be a true minor source, there is no application fee. Most, if not all asphalt plants, in the state are synthetic minors (e.g. have the potential to emit pollutants at major source levels

if operated all year for 24 hours a day). If you are uncertain of the status of your plant you should contact DEQ for clarification. Synthetic minor sources are allowed to have "administrative adjustments" made to their permits without any fees. These would include minor changes to the permit that do not include significant changes such as an increase in production. RAP processing equipment such as screens and crushers that have a separate air permit should all be true minor sources and not subject to any of this.

Underground Storage Tank Operator Training

Owners and operators of regulated underground storage tanks (USTs) must have completed operator training programs and document their completion by August 8, 2012. There are only a few UST's still being used at asphalt plants in Virginia, but those that have them need to designate and

train Class A, B, and C operators. ***Underground storage tanks containing asphalt that is not a liquid at standard temperature and pressure, are exempt from this rule.*** DEQ will be looking for paperwork showing that the training has been completed at upcoming facility inspections.

A DEQ power point presentation is available and explains what needs to be done. It can be accessed at <http://deq.state.va.us/Portals/0/DEQ/Land/Tanks/optraining.pdf>. Contact the VAA office for any additional questions or assistance you may need.

Other News and Notes

Richard Schreck, Executive Vice President of the VAA, made a presentation on the Asphalt Industry in Virginia at the July **Commonwealth Transportation Board** meeting. To see the presentation and hear the discussion, visit the CTB website.

Trenton Clark, Director of Engineering for the VAA, was invited to present at the 2012

Northeast States Materials Engineers Association meeting in October. Trenton will be discussing the challenges of linking pavement design assumptions when using the MEPDG with the production acceptance of asphalt.

Richard Schreck was appointed the incoming Secretary for the **State Asphalt Pavement Association (SAPA)**. Richard's

term will begin in 2013.

Trenton Clark moderated a webinar sponsored by the **Transportation Research Board** on July 25th. The webinar focused on the inputs related to flexible pavement design in the MEPDG. Dr. Chuck Schwartz of the University of Maryland was the Co-Principle Investigator for the NCHRP 1-47 project.

Member News

Congratulations to David Branscome of Branscome Paving Company for a hole-in-one hit on May 31, 2012 at Kinlock Golf Club.

Joseph H. Kasimer, Esq of Kasimer and Annino, P.C. was recently named to "The Best Lawyers in America" for 2012 and a "Virginia Super Lawyer". Congratulations to him and his firm.

IN MEMORIAM

Jack Jones, Vice President of Whitehurst Transport and long time industry professional, passed away late on July 30, 2012 after an extended battle with cancer.

Jerry Lewis, previous owner of W-L Construction & Paving, passed away Saturday, August 11, 2012.

Charlie Scott, owner and co-founder of B & S Contracting passed away August 13, 2012 on his farm in the Staunton area, from a heart attack. Charlie served as VAA president in 1987-1988.

Robert Thompson of Thompson-Arthur Paving Company (later APAC-Virginia, Inc.)

passed away on August 21, 2012 in Danville. Mr. Thompson was a past president of the VAA and the Regional Director for the National Asphalt Pavement Association.

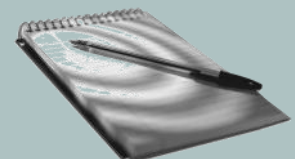
Our thoughts and prayers are with the family's and friends of Jack, Jerry, Charlie and Robert.

Cold Pavement Recycling Conference

A new approach to rehabbing existing pavements, and potentially building new pavements, is the use of cold recycled asphalt materials. Cold in place recycling and cold plant recycling have been used on several VDOT projects over the last 3 years and more are planned. To increase the knowledge of those entities that will be involved in the design, inspection and construction of these projects, VDOT and VTTI will be hosting a one and a half day conference November 26 and 27 in Richmond. This conference will cover aspects from material design, production, placement and inspection as well as lessons learned from past projects. More information on the conference will be available soon.

Mark Your Calendar

- ◆ **SURF 2012**
September 19-22, 2012
Norfolk, VA
- ◆ **Fall Asphalt Conference**
October 1-3, 2012
Richmond, VA.
- ◆ **VAA Invitational Golf Tournament**
October 3, 2012
Independence GC
Richmond, VA.
- ◆ **Northeast Asphalt User Producer Group**
October 24-25, 2012
Philadelphia, PA.
- ◆ **Southeast Asphalt User Producer Group**
November 13-15, 2012
Hilton Head, SC
- ◆ **Virginia Cold Pavement Recycling Conference**
November 26-27, 2012
Richmond, VA.
- ◆ **Governor's Transportation Conference**
December 5-7, 2012
Tysons Corner, VA



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NCAT Sections

This summer, five test sections sponsored by VDOT were constructed at the National Center for Asphalt Technology's test track in Opelika, Alabama. Three sections were focused on two cold pavement recycling technologies—full-depth reclamation and cold plant recycling. Recycling section 1 incorporated an 8 inch FDR of the existing sub-grade materials at the track and



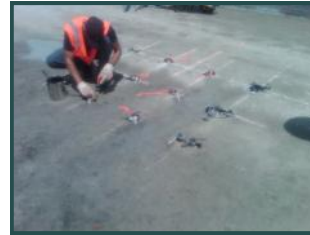
placement of a 5.5" cold recycled base layer. Section 1 was overlaid with 2 inches of IM-19.0D and 2 inches of SMA. For Sections 2 and 3, the cold recycled base layer was laid on a compacted aggregate sub-base. The base layer was a uniform 5.5 inches. Section 2 was overlaid with 4 inches of IM-19.0D and 2 inches of SMA. Section 3 was overlaid with 2 inches of IM-

19.0D and 2 inches of SMA.

Sections 4 and 5 are a part of the Quiet Pavement Research Program. Both sections were constructed on existing perpetual pavement. The existing pavement was milled and replaced with a 2 inch IM-19.0D layer. Section 4 was topped with PFC-12.5 (76-22). Section 5 was topped with PFC-12.5 (AR 82-22).

All sections of the

test track will be trafficked starting in September. The



pavement recycling sections were instrumented to measure deflections due to the

loaded trucks, and stresses and strains generated at the FDR/cold recycled base layer and the aggregate sub-base/recycled base layer. These measurements will be evaluated at Auburn University throughout the life of the sections to quantify the structural performance of the recycled materials. VAA will keep you informed.

Proposed 2013 Spec Changes

For the 2013 maintenance schedules, only a few specification changes related to asphalt materials and paving are being considered. Below is a summary of these changes:

- 211.02(h) Anti-Strip—All AC mixes will be required to use a minimum of 0.3% chemical anti-strip or 1% hydrated lime and meet a minimum TSR of 80%.
- 248.03 Table II-24—The SMA-9.5 design ranges for the 3/8" and #4 sieves were adjusted.
- 248.06 Trial Sections—The language was removed from Section 317 and was inserted into Section 248 with modifications.
- Sections 211 and 315 Technicians—Section language will be modified to reflect changes to the asphalt training schools.
- 211.08 Acceptance—Contractors will be required to use the PLAIDS system for entering test results.
- 515 Milling/Planing—The language was modified to reflect requirements for regular and performance planning.

Details on these and other specification changes will be presented at the 2012 Fall Asphalt Conference.

QUIET REPORT

As part of legislation signed into law in 2011, VDOT submitted an interim report to the General Assembly in June. The report focused on the construction aspects of the projects and some initial noise testing results. The PFC-9.5 produced with asphalt rubber and the PFC-12.5 (70-28) were the lowest noise surfaces based on the rounds of testing. Dr. Jose Gomez, P.E. presented the results to a joint legislative committee in July and discussed plans for future demonstration site implementation in 2012. The final report on the project is due in 2013.

AST Rule Changes

The State Water Control Board (SWCB) approved the revisions made by DEQ staff to clarify the state's above ground oil storage tank (AST) regulations at their June 25 meeting. Part of the revised regulation requires additional leak prevention rules for large oil storage facilities in Fairfax County. This change will not impact asphalt plants as they

only address facilities with over one million gallons of oil storage capacity. Other changes are directed at the overall AST regulation (9 VAC 25-91). After several

meetings with an industry Regulatory Advisory Panel, a number of changes have been approved by the SWCB.

Among those amendments that will affect the asphalt industry are a relaxation of

the daily walk-through and weekly inspections currently required even when plants are not "operating normally". When plants are shut down for maintenance, cold weather, rain, etc., the inspection requirement is waived for up to a two week maximum period. Other changes clarify language in the regulation that provide certain exemptions for liquid

asphalt in determining whether pollution prevention activities such as leak detection testing are required. The regulation must be approved by the Secretary of Natural Resources and Governor's office and then go through public notice. Copies of the final regulation will be provided to members if and when the review process is completed.