



VAA Asphalt News

The Newsletter for Members and Friends of the Virginia Asphalt Association

Issue 2 - 2015

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Kilpatrick Speaks at VAA Annual Meeting



As the saying goes—*save the best for last*. The grand finale for the VAA Annual Meeting was the discussion led by VDOT Commissioner Charles Kilpatrick. He began by saying he was no longer new to the job. He stated how much he values the strong and open relationship between VDOT and industry that allows them to work together to get the job done.

Kilpatrick noted that VDOT has a budget of \$4.35 billion a year and 7,000 employees. VDOT's main goal is to solve transportation issues and facilitate needed changes. In doing so, plans and

specifications should not be allowed to drive bad decisions. He asked industry to partner with VDOT to identify issues that need to be resolved before executing the work.

He said that several changes have occurred in VDOT senior management positions. In addition to Kevin Gregg, Maintenance Engineer, there are three new District Engineers: Ken King (Salem), Randy Hamilton (Bristol) and

Rob Cary (Richmond). All are licensed engineers and their appointments are in keeping with the change in title from District Administrators to District Engineers.

Kilpatrick commended industry on overall good paving work and mentioned the improvements to I-64/I-264. The department needs a steady funding stream and a continued emphasis on good decisions and quality work.



Jones Passes Gavel to O'Connor

After a year of exemplary leadership that included the beginnings of an updated strategic plan for the Association, Kevin Jones, Vice President and Regional Manager of Branscome, Inc. handed over the duties of VAA President to Dennis O'Connor, District Manager of

Virginia Paving Company, a division of Lane Construction. O'Connor will lead VAA through the spring of 2016.



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2015 VAA Annual Meeting At The Homestead

For the first time in nearly two decades, the Virginia Asphalt Association held its Annual Members Meeting at the recently renovated Omni Homestead Resort in Hot Springs,



Virginia. Almost 90 delegates and their family members enjoyed three days of learning, sharing, fellowship and fun with the various amenities offered at the Homestead.

As is traditional, attendees were treated to a hosted reception in the Crystal Ballroom Thursday evening April 23. Following the reception, attendees enjoyed the eating establishments in and around the Homestead. Later that evening, the VAA hosted a reception in the President's Hospitality Suite.

The morning of April 24th, VAA and their guests from VDOT, discussed numerous issues related to Virginia's transportation industry. The program started with Deputy Chief Commissioner Quintin Elliott. Quintin spoke about the need to get the job done. Improvements are being stressed and made to the environmental permitting and right-of-way

acquisition processes in order to maintain a project advertisement schedule. Research and inspection were also discussed by Elliott. Research needs to result in products that can be implemented, not just documented in a report. VDOT needs to rebuild in-house inspection forces. Presently, seventy-five to eighty percent of the inspections are done by consultants. VDOT wants to move more of that inspection back in-house; Quintin requested that industry share their knowledge and help educate these new VDOT inspectors.

Chief Engineer Garrett Moore echoed the comments made by Quintin. He stressed the need for industry to do the right thing and when necessary, escalate issues to senior VDOT management to make sure the right things are done. Garrett noted that State Construction Engineer Kerry Bates is developing an Inspector "Cheat Sheet" that contains common issues encountered on projects and a list of options to address those issues. Moore went on to introduce the new State Maintenance Administrator Kevin Gregg. He then shifted focus to recent legislation enacted into law. He reviewed HB 2 that was passed in 2014 to prioritize construction projects; HB 1886 that was passed in 2015 to establish a finding in the public-interest for public-private transportation act projects. The last bill Moore covered was HB 1887. This bill designates 45 percent of the construction funds for

"State of Good Repair." These funds will go to projects for rehabilitating existing pavements and bridges and bringing them to a state of good repair. Money will be allocated for statewide projects and district specific projects through the prioritization process. The Chief Engineer spoke on several other areas including: I-66 widening, the need to address reflective cracking in composite pavements, connected vehicles and the impacts of that technology on future pavement designs, and the need to have a steady stream of funding for pavement maintenance and rehabilitation. Moore stressed the need to improve VDOT contracting mechanisms and industry performance. He wants to add incentives for higher quality work in two or three areas in 2016. These areas will be reflected in specification changes and he looks forward to partnering with the VAA this paving season to vet the changes.

Deputy Chief Engineer Mohammad Mirshahi followed the Chief Engineer with a few brief comments. He touched on the changes to the number of inspectors on paving projects and the finalization of the pavement recycling specifications and guidelines. Paving projects will see fewer inspectors in 2015. With pavement recycling, VDOT looks to make these processes and technologies one of the main tools

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2015 VAA Annual Meeting (continued from pg 2)

for rehabilitating deteriorated pavements.

The last two presentations on Friday morning were made by VCITR Director Jose Gomez and new State Maintenance Administrator Kevin Gregg. Both gentlemen covered the different efforts in their respective areas. Gomez spoke



about the various asphalt and pavement research activities in areas such as high-RAP and the NCAT test track. He also announced the purchase of a heavy-vehicle simulator that will

be housed at Virginia Tech to perform more accelerated pavement and materials research.

Gregg discussed the status of the Maintenance Program. In his presentation (which is available on the VAA website), he showed the overall condition of the highway system. He discussed the vision for the maintenance program to improve the network. Gregg also presented the Virginia Roads website and how the public can get roadway information.

Once the morning session concluded, some delegates played in the annual golf tournament while others shot sporting clays. Friday evening the VAA hosted the annual dinner banquet. As is tradition, the President's gavel was passed from Kevin Jones,

Branscome, Inc., to Dennis O'Connor, Virginia Paving Company.

Saturday morning was dedicated to two presentations. The first was by Brian Wood, Executive Director for the Plant Mix Asphalt Industry of Kentucky. Wood gave a presentation on his December 2014 trip to Japan. He and a delegation of NAPA contractors, NAPA staff, NCAT staff and state DOT officials toured asphalt facilities. These plants are using high percentages of RAP (>45%) in their new asphalt mixes. The purpose of the tour was not only to see how Japan is able to use high percentages of RAP, but to see how that technology can be incorporated in the US and not compromise asphalt material quality.

The last presentation

of the VAA Annual Meeting was made by VDOT Commissioner Charles Kilpatrick. His comments are captured on the front page of the *VAA Asphalt News*. The annual meeting concluded with an All Members Meeting and Board of Directors meeting.

The 2016 Annual Meeting will be held in late April at the Pinehurst Resort in North Carolina. All members make plans to attend.



Your Direct Line to Virginia's Asphalt Industry

Virginia Asphalt Association Website Advertising

Recycle Tax Credit Amended



The 2015 General Assembly passed an amend-

ed Tax Credit Reduction regulation. Many members have previously taken advantage of this regulation (since the 1990's) when purchasing equipment or machinery related to the use of RAP. The Governor approved the modifications to the rule several weeks ago. The changes are beneficial to industry. The tax credit has been increased from 10% to 20% and purchased equipment and machinery eligible for the credit now only has to be used "predominately" for recycling activities at the plant site instead of "exclusively". The program has also been extended to 2025. The changes may open the door to getting the credit for things such as equipment used to manage RAP

stock piles that may have other functions onsite. RAP crushers and conveyors as well as components of the plant that are part of the production process utilizing RAP have already been approved by DEQ as eligible. Gray areas on some equipment may be helped by the change to "predominately". If in doubt, members should send it to DEQ and see if they will approve it. The new rules are retroactive until January 1, 2015.

To view the amended regulation go to <https://lis.virginia.gov/cgi-bin/legp604.exe?ses=151&typ=bil&val=hb1554>.

The application process for submitting tax credit requests can be found on the VAA web site under the members only environmental section (waste issues). DEQ will probably be updating the procedures soon to incorporate the amended regulation.

VAA Scholarship Program

The Virginia Asphalt Association has established a scholarship to assist dependents of VAA member companies in furthering their education beyond high school. This Scholarship Program will be managed under the auspices of the NAPA Research and Education Foundation Scholarship Program, a 501(c) 3 organization. Initiated in 2014, the scholarship will be awarded to at least one student for an amount of \$5,000. The award will be presented at the VAA Annual Meeting in the Spring of each year to the winner or winners. The number of

scholarships awarded annually will depend on the total contributions made.

VAA Members are encouraged to make donations at the beginning of the calendar year; however, contributions can be made at any time. All contributions are voluntary and may be tax deductible. Donations must be made to the NAPA Research and Education Foundation (NAPAREF) and designated for the VAA Scholarship Fund in order to be tax deductible. Call VAA for more information on this worthy cause.

Member News

Please join VAA in welcoming these new members to our Association. **Global Resource Recyclers, Inc.** has joined as a Producer Member. GRR is located in Forestville, MD and operates two cold plants for producing cold plant recycled asphalt. **Boca Construction, Inc. and Arthur Construction Co., Inc.** have joined our Associate Contractors. Boca is a milling contractor headquartered in Norwalk, Ohio. Arthur is a placement contractor located in Dulles. **Apex Oil** is the newest asphalt supplier member and **Arizona Chemical Company** is our newest additive Affiliate member.

Virginia Paving Company's (VPC) Norfolk plant was recently accepted into the Virginia Environmental Excellence Program (VEEP), a program sponsored by the Virginia Department of Environmental Quality (DEQ). DEQ recognized VPC for its

recent acceptance into VEEP as E3 members at VPC's Spring Meeting, held on Tuesday, March 3, 2015, at the Sleep Inn Lake Wright Hotel in Norfolk, VA.



American Infrastructure companies have recently announced that they have come together under a new and unified brand name. They were once three separate brands of **Allan A. Myers, American Infrastructure** and **Independence Construction Materials**, they are now unified under one name - **Allan Myers**.

Black Rock Crushing is now operating under the name of **Unified Screening and Crushing**.

And The Winner is....

The VAA 2015 Annual Meeting Golf Tournament was played on a cool but sunny day on the Cascades course at the Homestead Resort. The winning foursome consisted of Tim

Moore, APAC-Atlantic, Inc; Jerry Short and Ken Taylor, W-L Construction & Paving, Inc.; and Aidan McDonnell, BOCA Construction, Inc. Congratulations to everyone.



In Memory J. Don Brock

J. Don Brock, who died at 76, was a quiet genius who built a billion-dollar business in the Scenic City.



He founded Astec Industries on a \$120,000 bet with a friend over who could engineer a faster way to dry carpet. Brock won the bet, inventing what was then the fastest carpet-drying machine in existence.

He graduated from carpet to the giant machines that make modern life possible. If there are rocks being smashed, holes being drilled or energy being generated somewhere in the world, chances are that Brock had a hand in it. Brock's legacy is impossible to miss. Just slow down the next time there's a road construction project.

By the time he passed away on Tuesday at Memorial Hospital from mesothelioma cancer, Brock had laid claim to 100 patents and created a business that employs 4,000 workers across the globe. Friends called him an engineer's engineer, an inventor's inventor, an entrepreneur's entrepreneur.

Analysts from New York dialed into Astec's quarterly earnings calls just to listen to Brock describe the world economy.

In politics, he pushed for

Congress to pass a highway bill that would allow construction companies to plan for the future. He was a poster child for the made-in-America movement.

For his efforts, Brock won awards from associations ranging from manufacturing groups to engineer clubs.

"A lot of people don't know his name, they don't know his background, but he's built virtually a billion-dollar company right there in Chattanooga, and a very profitable company at that," said Dan Frierson, chairman and CEO of the Dixie Group and a director of Astec. "He had an ability. Anybody in the whole paving, asphalt, highway area, they all know who he is and what he's meant really to the country."

The mesothelioma that took Brock's life wasn't a surprise. Astec announced that Brock had the disease in 2012, a requirement for a man with his reputation and in his position at a publicly-traded company. By 2013, he had come to terms with the cancer, one of the only things in his life he encountered that was unfixable. He didn't expect to live to see 2014, but with help from a number of experimental treatments he fought on.

Brock founded Astec in 1972 with a group of associates from other ventures. Thanks to his sharp mind and quick wit, the man associates called "Dr. Brock" was worth \$2 million by age 30. Today, Astec is a publicly-traded company that earned \$34 million in 2014 from the sale

of its mining, energy and construction equipment. Astec has no debt.

Brock found success by taking low-tech machines and applying his considerable engineering talents to upgrade them in meaningful ways. He improved a rock smashing machine by adding chains to bust the little rocks. He made asphalt machines quieter.

His motto was *"one step at a time."* It's a motto he shared with his son, Ben Brock, who took over as president and CEO of Astec in January 2014.

In an interview granted in the year prior to his death, J. Don Brock admitted that he kept his team of 350 engineers busy.

"They have a saying in engineering: that my dreams are their nightmares," Brock said.

Despite his talents and success, he shied away from the limelight. At a July 2014 event honoring Astec as part of the "I Make America" campaign, Brock stood in the crowd under the shade of a tree, content to watch as his handpicked successors carried on without him.

Though his inventions included advances in everything from mining to the use of wood pellets as an energy source, Brock gave the credit for his abilities to God.

"That's why I have trouble sticking my chest out on patents and stuff, because I feel like it's an idea that just passed through my head," Brock said. "I just got to be the servant who had the fun of doing it."

Mark Your Calendar

- ◆ **NAPA Mid-Year**
July 13-15, 2015
Denver, CO.
- ◆ **Fall Asphalt Conference**
October 5-7, 2015
Richmond, VA
- ◆ **VAA Asphalt Classic**
October 7, 2015
New Kent, VA.
- ◆ **SEAUPG Annual Meeting**
November 16-19, 2015
Williamsburg, VA.
- ◆ **TRB Annual Meeting**
January 10-14, 2016
- ◆ **NAPA Annual Meeting**
January 6-10, 2016
Palm Springs, CA.
- ◆ **VDOT Asphalt Seminar**
February 25, 2016
Fredericksburg, VA
- ◆ **VDOT Asphalt Seminar**
March 3, 2016
Richmond, VA.
- ◆ **VDOT Asphalt Seminar**
March 10, 2016
Roanoke, VA.
- ◆ **World of Asphalt**
March 22-24, 2016
Nashville, TN.

The Back Page

Asphalt and Marking Co-Ops

During the month of April, VAA and VDOT held co-op meetings for asphalt concrete and pavement marking. The first meeting was held April 6th at the Staunton District auditorium to discuss pavement marking. The meeting was well attended by industry and VDOT participants.

The meeting was divided into two segments. The first segment focused on lessons learned from the 2014 paving season. Overall, VDOT and industry were happy with the specification changes implemented in 2014 and the quality of work performed. While some minor issues were raised, the group felt 2014 was successful. The second segment dealt with proposed specification changes for 2016. Harry Campbell and others from VDOT laid out the proposed changes and the reasons for the changes. They asked for industry reaction to the proposed changes and any recommendations for improvements. Virginia Asphalt Association committed to providing

comments by May 8 and a future VDOT/VAA Pavement Marking meeting would be set to review the comments and VDOT's responses.

The Statewide Asphalt Co-Op meeting was held on April 9th. Like the pavement marking meeting, it was well attended and had a full agenda. The co-op members covered: potential specification changes for 2016, the SUPERPAVE mix design changes, status of pavement and asphalt research, and review of the pavement marking meeting. The newest member, Kevin Gregg, VDOT Maintenance Administrator, provided input on numerous issues and stressed the need for quality inspection, quality materials and quality paving. The next statewide co-op meeting was scheduled for August 20th at VCTIR.

Contact the Virginia Asphalt Association or visit the VDOT website for meeting minutes.

VDOT Asphalt Seminar Review

The final VDOT Asphalt Seminar was held on April 1 in Fredericksburg. While the date was later than previous years, the attendees showed up in droves. Like the seminars held in Blacksburg and Richmond, nearly 200 people participated in the Fredericksburg seminar to learn about specification changes for 2015, on-going asphalt research, the need for uniform

paving platforms, and the importance of bonding pavement layers together. The end of each seminar included a panel discussion and question/answer period. Panel members, from VDOT and industry, noted what they had learned during the seminar and responded to questions from the audience. All presentations are on the VAA and VDOT websites.

New Faces, New Places

The Virginia Department of Transportation (VDOT) announced in February that **Ken King, P.E.** is the new District Engineer for the Salem District and **Randy Hamilton, P.E.** will serve as District Engineer for the Bristol District. Prior to being named District Engineer, Ken served as the Regional Operations Director for the Salem, Lynchburg and Bristol Districts. He had also worked for the City of Roa-

noke, City of Greensboro and the NCDOT.

Randy Hamilton is a 27-year veteran of VDOT. During his career, he served in the Lynchburg District office along with being the ARE and RE of the Chatham residency.

As District Engineers, King and Hamilton will lead the construction, maintenance and operations programs in their districts.

Updates on Asphalt and Pavement Initiatives

"To stand still is to let the world pass you by" - anonymous.

That is not the case with the asphalt and pavement programs in Virginia. Within the last six months, several joint VDOT/VAA initiatives have concluded while others have commenced. The two biggest initiatives to conclude were testing at the NCAT Test Track and the Pavement Recycling Specifications and Guidelines. At the track, all five sections performed extremely well. The quiet pavement sec-

tions did not fail; however, the noise reduction characteristics lessened over time. The three recycled materials sections were the "stars of the track" due to their remarkable structural performance. The pavement recycling initiative came to a close in April. Final specifications and guidelines will be published by the Summer for use in future projects.

Several new initiatives kicked-off in late winter and spring. As emphasized at

the regional asphalt seminars, the need for bonding of pavement layers led to the formation of a Tack and Bond Task Force. This task force is finalizing materials and application recommendations for use on pilot sites in 2015. The second initiative was to address reflective cracking in pavements. The initial focus is on reflective cracking due to jointed concrete. Two demonstration projects using a highly polymer modified

asphalt binder will be performed this summer. It is hoped this binder will help retard reflective cracking.

The final initiative is the SUPERPAVE mix design study. Using results from mixes produced and performance tested in 2014, pilot sections will be paved with modified mix designs in order to evaluate performance.

Each of these initiatives will be highlighted at the Fall Asphalt Conference.