



VAA Asphalt News

The Newsletter for Members and Friends of the Virginia Asphalt Association

Issue 2 - 2012

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The Greenbrier Hosts VAA Annual Meeting



After a six year hiatus from The Greenbrier, the VAA returned to hold it's 61st Annual Meeting April 12—14. The Greenbrier has had several changes since the last visit by the VAA, most notably the addition of a resort guest only casino.

The VAA Annual Meeting kicked-off with a welcome reception on Thursday night followed by a private dinner. The first technical session started at 8:00 am Friday morning. Bill Kirk, President of Associated Asphalt, made a presentation on current and future liquid asphalt markets. Mr. Kirk covered the global demand for refined oil (i.e., gasoline), the supply of liquid asphalt, changes in refining processes and locations of US refineries.

After Mr. Kirk's

presentation, three VDOT presentations were made. The first presentation was provided by Mr. Charlie Kilpatrick—Chief Deputy Commissioner. Mr. Kilpatrick covered several issues ranging

from Work Zone Safety Awareness Week to business and organizational changes to construction claims. Dr. Jose Gomez, Director of the Virginia Center for Transportation Innovation and Research, discussed the on-going asphalt and pavement research. Dr. Gomez covered the quiet pavement project, the recycling and reclamation projects, and the high RAP research project. The last presentation for the day was made by Mr. Mal Kerley, Chief Engineer. Mr. Kerley covered the efforts being lead by the Materials Division. Specifically, the Quality Asphalt Task Force, the materials certification schools, the implementation of the web-based application, and the recycling efforts. At the conclu-

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Annual Meeting Golf Tournament



A tradition at the annual meeting is the Friday afternoon golf tournament. Fifty three peo-

ple played in the captain's choice style event on The Greenbrier's Meadow Course.

Since many teams were pre-arranged, the Richard Schreck handicapping approach was used to even out the field. As a result of the handicapping, the winning team was comprised of Buddy League and Bill Maxwell of Branscome, Inc., Clint Diers of Rutherfordord, and Jamie Winkler of Roadtec. Congratulations to the winning team!

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

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Porous Pavement Specs Ready by July



In an effort to promote “greener” pavement structures and materials, VAA and VDOT have been working on developing specifications and guidelines for porous asphalt pavement structures.

Porous asphalt pavement structures are predominately used in parking lots. However, several national and international transportation agencies are incorporating porous asphalt pavements into heavy truck applications. For now, VDOT and VAA are focusing on parking lots and low-truck volume facilities.

For a porous pavement to be successful, it must

be designed and constructed correctly. The Virginia Department of Conservation and Recreation has a published approach to design porous pavements. VDOT will use this approach along with VDOT specific guidelines and specifications.

For VDOT parking lots, the total asphalt thickness will be 4 inches—1.5” PAM-9.5 and 2.5” PAM-19.0. The PAM-9.5 will have a PG 76 -22 binder in order to withstand turning actions. Below the AC will be a stone reservoir comprised of #2 stone. This stone layer will vary between 12” and 24” depending on the subgrade soil type. Finally, a geotextile filter fabric will be laid under the stone. When needed, the subgrade may be stabilized and underdrains installed.

Final modifications are being made to the specifications and guidelines. A July completion date is targeted.

World of Asphalt

Asphalt industry professionals descended on Charlotte, NC for the 2012 World of Asphalt. The Charlotte Convention Center hosted over 400 exhibitors and 6,500 attendees.

On Monday and Tuesday morning, the Asphalt



Pavement Alliance hosted the Asphalt Pavement Conference with nearly 100 participants. Topics at the conference ranged from thin AC overlays to the implementa-

tion of the Mechanistic-Empirical Pavement Design Guide.

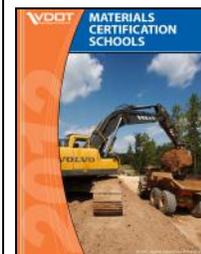
In addition to the display of new paving and manufacturing equipment, the World of Asphalt had numerous educational classes. Classes focused on warm mix asphalt, use of RAP and RAS, keys to achieving a smooth ride, and porous pavements.

Make your plans now, the 2013 World of Asphalt will be in San Antonio.



VDOT MCS Changes

Initiated with the VDOT Blue Print, changes are on the way for the VDOT Materials Division’s Materials Certification Schools (MCS). The first phase of changes to the Asphalt Field and Plant Schools were implemented in the 2012 schools. These schools used new text books and presentations. For the Field School, a new section on Inspection and Quality Assurance Program was added.



For 2013, the Field and Plant Schools will be divided into Level 1 and Level 2 certifications. Each level will have a specific written exam. At this time, no proficiency exam is proposed for Level 1 or Level 2 Field Certification. No proficiency will be required for Level 1, but Level 2 Plant certification will require a lab proficiency exam. At this time, Asphalt Mix Design Certification will not change, but the class materials are being revised.

While the traditional AC classes are changing, new classes for recycling and reclamation are being developed. A joint team of VAA members and VDOT/VCTIR employees will start work this summer. One class will focus on the mix design and testing processes. A second class will develop material for project inspectors. These classes should be ready by early 2013.

2012 VDOT Asphalt Seminar's in Review



Since 2010, VDOT and the VAA have kicked off the paving season with refresher seminars. These seminars have been used to educate attendees on new specifications and technologies as well as remind inspectors and contractors of inspection and density testing requirements.

Three seminars were

Storm Water Rule Changes

Changes to Virginia's erosion and sediment control rules are being made as a result of House Bill 1065 passed by the General Assembly this year. The Department of Conservation and Recreation (DCR) is working on streamlining the permitting and review process with most of the responsibilities going to local governments with DCR and DEQ in an oversight mode. It will take several years for these changes to be put in place with full implementation expected by 2014. The changes will hopefully make the permitting and review and inspection process simpler with companies being able to work directly with their local government representatives. There may also be some additional fees associated with the new program. The VAA will update the membership periodically as the program develops over the next several years.

held around Virginia—Fredericksburg, Richmond and Blacksburg. At each location, over 200 people participated—nearly 700 in all. A total of 10 presentations were made by VDOT and VAA employees. State Materials Engineer Andy Babish presented the Changes to the Materials Certification Schools (see Article on Page 2). Asphalt Program Manager Tommy Schinkel covered materials related specification changes including asphalt and pavement marking. Contract Proposal Manager Jamie Surface reviewed the general specification changes. New for 2012 is the HMA web-

based application, Assistant Asphalt Program Manager Todd Rorrer gave an overview and screen shots from the new program. Senior Research Scientist Brian Diefenderfer discussed the pavement recycling projects performed prior to 2012 and the draft specifications. District Materials Engineer David Shiells updated the seminar attendees on the efforts of the Quality Asphalt Pavement Task Force.

After the morning sessions, four presentations were made in the afternoon. Principal Research Scientist Kevin McGhee presented the outcomes of the 2011 quiet

pavement test sites and plans for 2012. Trenton Clark, Director of Engineering for the VAA, reported on the outcomes of the IARC Monograph Study. Mr. Clark followed up the monograph presentation with a presentation on paving inspection reminders. Finally, Assistant State Materials Engineer Bill Bailey reviewed the VDOT density testing and quality assurance programs.

Work is underway for the 2013 seminars. The seminars will be held in: Richmond — February 21, Fredericksburg — February 28 and Blacksburg — March 7. VAA hopes to see you there.

Pavement Recycling and Reclamation Update

Pavement recycling and reclamation are not new, but some of the uses are. Since 2008, VDOT has used cold in place recycling (CIR), central cold plant recycling (CCPR)



and full-depth reclamation (FDR) on various primary routes and on Interstate 81. Through the progression of these projects, VDOT has been evolving the project selection guidelines and construction specifications.

The final draft version of the project selection guidelines describe when and where each process should be considered. CIR addresses

mid-depth material failures. Most CIR projects recycle asphalt materials 3 to 5 inches in depth. The CIR layer is compacted and used as a base layer. The layer should be overlaid with two or more layers of AC to provide ride quality on high-speed routes.

Base material produced by the CCPR process can be used on new construction, reconstruction, and rehabilitation projects. As with CIR base layers, more than one layer of AC should be placed to provide rideability on high-



speed highways.

FDR is one of the

oldest pavement recycling processes. The existing pavement, usually 4 inches of AC or less, is pulverized with the



aggregate base and subgrade layers. The pulverized material is stabilized and compacted to form a base layer. Multiple paving layers can be placed on the FDR layer for the final structure.

Currently, VDOT has two specifications—one for FDR and one for recycling (CIR and CCPR). These specs are in final review and are expected to be completed by July 1, 2012. VAA will continue to keep you updated.

AST REVIEW

DEQ has set up a Regulatory Advisory Panel made up of interested industry and environmental groups to review current regulations regarding above ground oil storage tanks (ASTs) and make changes as required by the General Assembly in



Senate Bill 843 from last year. Part of the bill requires additional leak prevention rules for large oil storage facilities in Fairfax County. These changes will not impact Asphalt plants as they only address facilities with over 1 million gallons of oil storage capacity. Other changes are directed at the overall AST regulation (9 VAC 25-91). After several meetings a number of changes have tentatively been approved by the DEQ. 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. Once the new language is finalized by DEQ, it will be brought before the Water Control Board for their review and approval in June. Copies of the final regulation will be provided to members when the review process is completed.

Clark Speaks at APWA Meeting

When you think asphalt, do you think GREEN? Many people do not think about the green aspects of asphalt and its ability to help sustain the infrastructure. At the 2012 Mid-Atlantic Regional Conference of the American Public Works Association, Trenton Clark—Director of Engineering at VAA, made a 30 minute presentation on the various green aspects of asphalt.

In his presentation, Clark discussed the different processes used at asphalt plants and with the production of mixes. At the plants, owners are using cleaner fuels to heat the mixes and are using warm mix technologies to reduce the overall mixing temperatures. With the asphalt mixes, higher percentages of recycled materials and waste products from other industries are being utilized.

In the field, green asphalt is good for the environment. Porous asphalt pavements can reduce the amount of space needed for parking lots by eliminating storm water retention ponds and can improve the overall water quality. Perpetual pavements eliminate the need for future reconstruction. Pavement recycling and reclamation reuses existing materials and minimizes the need for virgin aggregates and binders.

By using asphalt materials and pavements, public works officials can help sustain the current and future infrastructure.

VAA Paving Awards—Nominate!

It is once again time to reflect on the 2011 paving season and determine your best paving project or projects. The VAA is accepting nominations for the 2011 Paving Awards in three categories—Best Commercial Project, Best Municipal Project, and Best Non-Traditional Project.

Companies and Municipalities wishing to nominate a project must complete a project description form. With the submittal, the company/municipality should provide high resolution digital pictures of the final project.

In 2010, S.L. Williamson won the Best Commercial Award for work at Martha



Jefferson Hospital in Charlottesville. The Best Municipal Award was presented to Branscome, Inc. for paving at Glen Allen High School. Finally, the newest award pre-



sented by the VAA was the Non-Tradition Project Award. This award was created to recognize those projects not covered in the previous two categories. Chemung Contracting captured the first Non-Traditional Project award for work performed at the Ma-



nassas Airport.

Nominations for the 2011 awards are due August 1st. Once the nominations are received, the VAA will evaluate the submitted forms, shortlist the projects and make final field evaluations. If you have questions on the process, don't hesitate to contact the VAA office.

2013 Paving Award “GREEN ASPHALT”

Asphalt is like Kermit the Frog, it's Green! Actually, asphalt producers have been embracing green technologies for many years—long before it became a national focus.

Asphalt has green attributes by using alternative fuels at the plant, low-emission fuels, warm-mix asphalt technologies, RAP, recycled shingles, and tire rubber to name a few.

Asphalt pavements have been used in porous parking lots and quiet pavements, not to mention perpetual pavements and recycled pavements.

In 2013, the VAA will present the Green Paving Award for the project that combines green practices at the plant with green application in the field. More information on this newest award category will be provided at the this year's VAA Fall Asphalt Conference in October.

VAA Annual Meeting (continued from pg1)

sion of the morning presentations, an open discussion was held and then the group was dismissed to enjoy the afternoon or play in the golf tournament (see below).

Friday concluded with a reception and dinner at Kate's Mountain Lodge. The group enjoyed the views, dinner and celebrating Richard Schreck's 60th birthday.

The Saturday morning session featured presentations by Secretary of Transportation Sean Connaughton and Commissioner Greg Whirley. *Secretary Connaughton summarized the 2012 General Assembly session, signing of the contract for the mid-town tunnel, and pressing for dedicated transportation funding. Mr. Whirley thanked the industry for their efforts in*

2011 and hoped for a successful 2012. Mr. Whirley stated his plans for 2013 funding were between \$300M and \$400M. The annual meeting concluded with a board meeting. Plans are underway for the 2013 Annual Meeting in Pinehurst, NC March 28-30. We hope to see everyone at Pinehurst.



Membership News

Congratulations to John V. Roland owner of JVR Environmental who was elected as the new Vice Chairman of the State Advisory Board on Air Pollution (SABAP) for 2012. Roland is representing the VAA on the Board. The SABAP provides technical assistance to the DEQ and Virginia Air Pollution Control Board on regulations and programs impacting the public and industry. Representatives on the SABAP include both environmental groups and industry.

Welcome to our newest members: Navistar-an equipment company and Akzo Nobel an additive company.

Virginia Paving Wins 2011 Asphalt Operations Safety Innovations Award from NAPA. The award recog-

nized their development and implementation of a dump truck bed access ramp.

VAA Contractor's Forum is being held on May 30 and 31 in Richmond. The meeting is focused on the pavement type selection process used by many owners, advancements in pavement recycling and materials, and future changes that will impact the paving industry. Over 50 individuals are attending the 4 different sessions.

AIR Permits

The 2012 General Assembly passed a bill which allows companies to upgrade their facilities without having to go through a formal review process (public notice and hearings) as long as the changes can be demonstrated to the satisfaction of DEQ that they will reduce emission levels or energy use. This should clear up any formal permit reviews associated with adding warm mix asphalt, increasing the use of RAP in base layers and other equipment or process changes that benefit the environment. The new rules should take effect on July 1, 2012.

VDOT Work Zone Materials Outsourced

In an announcement from Mr. David Rush—VDOT's Work Zone Safety Program Manager, several VDOT work zone related materials will be printed and provided by American Traffic Safety Services Association (ATSSA). The materials include the 2011 Work Area Protection Manual, VDOT Flagger Certification Kit and VDOT Flagger Certification Cards. These materials can be ordered through the ATSSA website.

VAA 2012 Membership Directory

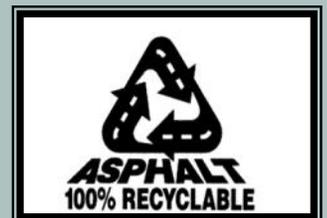
VAA is hard at work publishing the 2012/2013 Membership Directory. All of our member companies should receive their copy in early July. This years front cover will display the VDOT Paving Award Winner in Construction: Superior Paving Corp. The back cover will display the VDOT Paving Award Winner in Maintenance: Superior Paving Corp. There is still time to place an ad or change your listing. Contact Charlotte at cburden@vaasphalt.com.

Mark Your Calendar

- ♦ **VAA Contractor's Forum**
May 30-31, 2012
Richmond, VA.
- ♦ **NAPA Mid Year**
July 16-18, 2012
- ♦ **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.
- ♦ **SEAUPG Annual Meeting**
November 12-15, 2012
Hilton Head, SC



Let VAA Know Your Company News. If you would like VAA to include your news in the Member News section contact Caroline Fahed: cfahed@vaasphalt.com



The Back Page

Quality Task Force

Work continues on the VDOT/VAA Quality Asphalt Task Force. The focus of the task force is on improving the overall quality of asphalt surfaces in Virginia and further extending the pavement life. The task force is focusing on selecting the right fix at the right time - not always the cheapest fix; uniformity of the surface which helps extend pavement life by reducing raveling and improving ride; and adequate compaction at the longitudinal joints reduces premature maintenance

and failures.

However, many of the pavement quality issues are not VDOT paving related, but due to third party work in or along the roadways. The monitoring and acceptance of their work is a challenge as well as how best to "raise the quality bar."

Currently, the task force is preparing a report with recommendations for VDOT's Chief Engineer to consider.

NCAT Research Supports VDOT Design Gyration

Work done by engineers at the NCAT Test Track and reported in NCHRP Report 573 supported VDOT's move to lower gyrations levels over a decade ago.

The focus of the study was on relating the lab compac-

tion to field performance. As a result of the research, NCAT recommended three gyration levels—50 for low traffic, and 65 or 80 for higher traffic levels. A report synopsis can be found on the NCAT website.

High-RAP Research

One area of research that is garnering lots of attention locally, nationally and internationally is the incorporation of recycled asphalt pavement (RAP) in very high percentages in new asphalt mixes. For Virginia, RAP has been used in various amounts over the last 30 years. Today, specifications limit RAP in base mixes to 35%, in surface and intermediate mixes to 30%, and polymer modified mixes to 15%.

One of the major concerns with RAP is the effects of the aged binder on the overall mix performance. Do these mixes have premature cracking resulting from very hard mix binder? Work done by VDOT's Materials Division and VCTIR

show mixture binder when RAP is used does not get significantly stiffer. However, there are concerns regarding the rutting susceptibility of the mixes. The mixes with higher RAP amounts may have less effective binder contents. Therefore, to investigate the material properties in the lab, VCTIR and VTTI have been sampling different mixes from around Virginia for testing. By the end of the summer, VCTIR hopes to provide recommendations on modifying the mix design/testing processes. Stay tuned...the Asphalt News will provide results as they become available.

VDOT Test Sections at NCAT

For the first time since the creation of the NCAT Test Track near Auburn University in Alabama, VDOT will be installing four test sections in the Summer of



2012. The first two sections will have Virginia's next generation quiet asphalt surfaces. VDOT will install a PFC-12.5 (70-28) and a PFC-12.5 (AR 82-22). The PFC-12.5 (70-28) has been the quietest surface from the 2011 VDOT installations. The PFC-12.5 with rubber modified asphalt binder is seen as an additional improvement in noise reduction based on the comparison of the 2011 PFC-9.5 surfaces with

and without rubber.

Two additional pavement recycling sections will be built on the test track. These sections will use 100% RAP base mixes stabilized with asphalt. Each section will have a different asphalt overlay thickness. The purpose of these sections is to quantify the structural capacity of the recycled base mix and to determine the appropriate asphalt overlay thickness.

Once constructed, the four sections will be trafficked for two years and have approximately 10 million ESALs applied. During the testing, weekly and monthly evaluations will be performed. NCAT will provide regular updates on the performance of these and other sections at the track.

Completion of this test track cycle will be in 2015.

Quiet Pavement Status

During the 2011 Virginia legislative session, HB 2001 initiated the quiet pavement program. One of the requirements in the bill was to install and monitor test sections. During 2011, VDOT installed 3 asphalt and 2 concrete sections. Initial noise testing shows the asphalt PFC-12.5 to be the quietest. A second requirement in the bill was an interim report to be provided by June 30, 2012. VDOT, VAA

and others are completing this joint report for the legislature.

For 2012, VDOT is planning on installing additional quiet asphalt surfaces in Virginia and on the NCAT Test Track (see NCAT Test Sections). Surfaces being considered are PFC-12.5 with a rubber-modified asphalt binder, SMA-9.5 and SMA-12.5 with the same rubber-modified asphalt binder.