



VAA Asphalt News

The Newsletter for Members and Friends of the Virginia Asphalt Association

Special Issue - 2013

In This Issue:

- Fall Asphalt Conference
- VDOT Maintenance & Construction Paving Awards
- “Virginia ’s Best ” Paving Awards
- Advanced Asphalt Mix Design Analysis Workshop
- VAA Golf Tournament Rescheduled
- Bart Mitchell
- Jamie Browder

Asphalt #35 FACT

“DREADED, DREADFUL, DEADLY”
HIGHWAY TRANSFORMED.

I-55 was one of America’s 7 worst
highways - before asphalt.

Find more on AsphaltFacts.com

Record Numbers Attend Fall Asphalt Conference

The Fall Asphalt Conference was attended by over 300 people during the two day event. Attendees ranged from VDOT and contractor employees to Virginia’s Secretary of Transportation.

With the rain pouring outside the Jefferson Hotel in Richmond on Monday October 7th, the sun was shining in the Grand Ballroom as Secretary Connaughton and Commissioner Whirley outlined the future transportation funding as a result of the passage of the 2013 transportation funding bill. This bill represents the first long-term, sustained transportation funding bill in Virginia since 1986.

VAA President Jerry Short—W-L Construction and Paving, opened the Conference by welcoming all of the speakers and attendees. He then introduced Virginia Transportation Secretary Sean Connaughton. The Secretary has attended several of the previous fall conferences. During his remarks, he noted the Commonwealth Transportation Board’s approval of a six-year plan that included approximately \$500 million per year for paving and pavement rehabilitation. He concluded his comments by thanking the VAA members for assistance in passage of the transportation funding



Transportation Secretary Sean Connaughton



VDOT Commissioner Greg Whirley, Sr.



Jerry Short, Vice Pres. W-L Construction & Paving, President of VAA

bill. Commissioner Greg Whirley followed the Secretary. He commended the Secretary for his leadership in pushing for new transportation funding through the Governor’s Transportation Bond package and the new transportation bill. The Commissioner noted the increase in paving funds since 2010 and the improvement in overall pavement conditions on the interstate and primary road systems. However, the secondary system condition has continued to decline. The new funding will allow VDOT to maintain pavements in good condition as well as improve the secondary network. For the upcoming paving season, approximately \$440 million will

Continued on page 2

SPECIAL THANKS TO OUR 2013 SPONSORS...

Platinum

- American Paving Fabrics
- Associated Asphalt, Inc.
- B & S Contracting, Inc.
- Bitumar USA, Inc.
- Boxley
- Branscome, Inc.
- Branscome Paving Company
- Carter Machinery Company
- Chemung Contracting Corp.
- Colony Construction, Inc.
- Independence Construction Materials
- James River Equipment
- Landsaver Environmental
- Lee Hy Paving Corp.
- MWV Evotherm
- National Asphalt Mfg. Corp.
- NuStar Asphalt LLC
- Roadtec, Inc.
- Slurry Pavers, Inc.
- Superior Paving Corp.
- Virginia Paving Company
- W-L Construction and Paving
- S. L. Williamson Co., Inc.

Gold

- Whitehurst Transport, Inc.

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

NEED TO CONTACT US?

- Richard J. Schreck
Executive Vice President
rschreck@vaasphalt.com
- Trenton M. Clark, P.E.
Director of Engineering
tclark@vaasphalt.com
- Caroline R. Fahed
Office Manager
cfahed@vaasphalt.com
- Charlotte B. Burden
Executive Secretary
cburden@vaasphalt.com

Record Numbers Attend Fall Conference (continued from page 1)



VDOT District Administrator's Panel

be allocated to paving schedules.

A large percentage

the biggest issue is future funding amounts and length of funding. MAP-21 was a

been signed into law.

Charlie Kilpatrick—VDOT Chief Deputy Commissioner, concluded the individual presentations on Day 1. Mr. Kilpatrick stressed many key points that are necessary for everyone to be successful in the future. Healthy partnerships are needed between everyone, that includes the project team and the public. The infrastructure condition on the pavements and bridges must be improved. Instead of focusing on statewide averages, VDOT now focuses on each individual

Continued on page 3



Irene Rico, Division Administrator, FHWA

of funding for Virginia's highway program comes from federal funds. Ms. Irene Rico—Virginia FHWA Division Administrator, covered the impacts of MAP-21 on Virginia in terms of funding and requirements. In 2013, Virginia received almost \$1 Billion. With this funding came an expansion of the NHS and a focus on improving and maintaining these roadways. MAP-21 establishes the requirement for DOT's to have an asset management system. DOT's will be required to set minimum target levels for interstate and NHS routes while the US DOT Secretary will set the performance measures such as ride and cracking. Ms. Rico closed her presentation stressing that

short-term bill and a longer transportation bill has not



Chief Deputy Commissioner Charlie Kilpatrick

Fall Asphalt Conference (continued from page 2)



Ebbie Attar, VDOT

ual district. Mr. Kilpatrick discussed other issues including the development of a team to evaluate field management of resurfacing projects. Ms. Wanda Wells will lead this team that will include two asphalt contractors, two construction inspection consultant compa-

nies, and two VDOT field personnel. This team will be charged with developing and presenting recommendations by December 31, 2013. Adopted recommendations are to be implemented with the 2014 paving schedules.

The District Administrator's panel concluded the first afternoon session. All nine District Administrators participated in the panel this year. Each DA had the opportunity to outline the upcoming work for their district in 2014 and plans for the 2015 year.

The presentations made by Commissioner Whirley and Ms. Rico, as well as the day 2 speakers, can be found at www.vaasphalt.org.



Garrett Moore, VDOT Chief Engineer and David Kaufers, VDOT



VDOT District Administrator's Panel

Research Dominates Day 2 Presentations

The Virginia Asphalt Association members and VDOT have a strong research relationship. This relationship was the focus of numerous presentations on Day 2 of the Fall Asphalt Conference. The first session focused on recently completed and ongoing research led by scientists at the Virginia Center for Transportation Innovation and Research (VCTIR). VCTIR Director Jose Gomez covered the efforts related to the NCHRP project on pavement recycling. Additionally, he discussed the on-going RAP use project being performed with VDOT's Materials Division. Finally, Dr. Gomez presented VDOT's plans for an accelerated pavement testing (APT) facility. The APT will help VDOT get results on pavement and materials questions in a matter of months and not years.

Kevin McGhee—
Associate Principal Scientist,

covered several projects in which he is the project inves-



Jose Gomez, Director, VCTIR

tigator or contact. These projects included the status of Virginia's quiet pavement program, the fiber-less SMA project, and the SHRP2 R06 project. Mr. McGhee reviewed the outcomes of the thin surfacing project performed by Virginia Tech. This project used a small scale APT to evaluate the rutting potential of thin AC overlays—SM-

4.75 and THMACO, as well as two conventional overlays—SM-9.5 and SM-12.5. The final report is being prepared by Virginia Tech, but the findings show the excellent performance of thin AC surfacings.

Stacey Diefenderfer—Senior Research Scientist, focused her presentation on the RAP-related research projects being conducted by VCTIR. Of particular interest

was the initial lab performance results from two high RAP projects constructed by VAA members Superior Paving and Branscome, Inc. On these projects, asphalt mixtures of various RAP percentages were produced and placed on projects. Overall, the lab results for flow number and dynamic modulus between low RAP and high

Continued on page 4



Raymond "Buzz" Powell, NCAT

Research Dominates Day 2 Presentations (continued from page 3)



Brian Dolan, Maryland Asphalt Association

RAP were not significant. These projects demonstrated high RAP mixes can be designed, produced and constructed. Future research will focus on longer term



Mike Fitch, VCTIR

field performance and any adjustments needed to the design process.

The second session of Day 2 focused on details of MAP-21, VDOT's porous parking lot,

and the performance of Thinlay in Maryland. FHWA Engineer Andy Mergenmeier reviewed the details of MAP-21 and the joint ruling on the Americans with Disabilities Act (ADA). Mr. Mergenmeier provided more details on the MAP-21 requirements and implications outlined by Ms. Rico on Day 1. Also, he covered the ADA Joint Ruling between the US Department of Justice, Transportation and FHWA. This ruling will require DOT's to provide ADA access for certain projects identified as pavement alterations. VDOT like many other DOTs are in the process of implementing this ruling.

In April 2013, VDOT paved their first porous parking lot at the SR 234 By-Pass and I-66 interchange. This project was originally designed as a conventional pave-

ment, but was modified at the request of the porous pavements committee. Mr. David Shiells—NOVA District Materials Engineer, discussed the overall design aspects of the project. David Branscome—President of Branscome Paving, outlined the paving operations and challenges. The main challenge, other than avoiding damage to a major north-south gas line, was the layout of the lot

and others to use as a storm water best management practice.

The final morning presentation was made by Brian Dolan—President of the Maryland Asphalt Association. Mr. Dolan covered the long use of Thinlay in Maryland to maintain and preserve existing pavements. Thinlay was started in the 1980's using a Marshall Design approach and has transi-



David Branscome, Branscome Paving Company



David Shiells, VDOT

and paving over #2 aggregate. Finally, Michael Fitch—Associate Principal Research Scientist at VCTIR, discussed the infiltration and pavement cleaning research being conducted. Overall, the porous pavement structure is performing as designed and should be a tool for VDOT

tioned to SUPERPAVE. Today, Thinlay is used extensively in Maryland.

The afternoon sessions included these topics: NCAT Test Track, SUPERPAVE Mix Evaluation Study, High Performance Asphalt Intersections, and 2014 Specifica-

Continued on page 5

Research Dominates Day 2 Presentations (continued from page 4)

tion changes. Buzz Powell—Director of the NCAT Test Track, discussed the on-going research at the track and County Road 159. The track includes the 5 VDOT sponsored sections. With almost 5 million ESALS, the VDOT structural sections that incorporated recycled materials are performing well. To date, no visible signs of pavement distress have been observed. The CR 159 site is focused on preventive maintenance treatments including Thinlay. The Thinlay sections and the reconstruction section with a cold recycled base and Thinlay surface is showing no signs of distress. This pavement is subjected to heavy truck traffic from a quarry and asphalt plant.

David Lee—Salem District Materials Engineer, presented the results associated with the SUPERPAVE Mix Evaluation Study. This study is focused on improving the performance and longevity of SUPERPAVE surface mixes.

Trenton Clark—VAA Director of Engineering, discussed the steps necessary to construct a high performance asphalt intersection. For those existing intersections, he stressed the importance of find-



Richard Schreck, VAA



Mark Cacamis, VDOT

ing the root of the distress and selecting the correct treatment. In many cases, the treatment will include milling and a stiffer asphalt binder.

Andy Babish—State

Materials Engineer, concluded the first afternoon session. Mr. Babish discussed the changes in the Materials Division organization, status of the asphalt quality task force, VDOT's recycling program, implementation of MITS-PLAIDS, and status of the mechanistic-empirical pavement design guide implementation.

The final presentations were by VDOT's Materials, Traffic and Construction Division personnel. Rob Crandol—Asphalt Program Manager, reviewed the proposed changes to VTM-102 and the minimum warm mix asphalt

temperature. Van Nguyen—Traffic Engineering Assistant Division Administrator, covered the proposed changes to traffic engineering specifications. She stated industry input was very beneficial and additional specs will be provided to industry for comment in early 2014. Finally, Mark Cacamis—State Construction Engineer, discussed the evolution of the VDOT Spec Book and the plans for issuance of the 2014 or 2015 Spec Book. A committee of VDOT and industry will meet to discuss concerns with the revised Section 100 before it is finalized.

To conclude the conference, Garrett Moore—VDOT Chief Engineer, discussed the need for VDOT and Industry to work together. Mr. Moore commented on the joint successes of I-66 and the on-going repairs for I-64 and I-264. He encouraged people to resolve project issues at the lowest, appropriate level—but if needed he can be contacted.

All presentations are available at the VAA Website: www.vaasphalt.org and on the VDOT Website: <http://www.virginiadot.org/business/materials-download-docs.asp>



David Lee, VDOT



Trenton Clark, VAA

Superior Paving Corp Takes VDOT Construction & Maintenance Awards

Superior Paving Corporation of Gainesville took home the top VDOT paving awards for 2012. Each year since 1991 VDOT and the VAA has recognized the top construction/major rehabilitation paving project and the top maintenance overlay paving project.

For the 2012 paving season, eight maintenance projects were nominated for the statewide award. *W-L Construction and Paving* was nominated for their paving of southbound I-81 in Bristol District. *Adams Construction* was nominated for their work on northbound US 220 in the City of Roanoke. The paving of US 15 northbound by *Colony Construction* was

overlaid approximately 11 miles of Rt. 606 in Spotsylvania County. For the Culpeper District, the nomination was for the overlay of US 17 southbound in Fauquier County. The section had SMA with PG 76-22 and SMA with ground tire rubber. *Superior Paving Corporation* performed the work. SMA was also the material of choice for the Staunton District nominee. *B&S Construction* overlaid I-81 southbound near Staunton. The final nominee was for the overlay of the Fairfax County

The top three finalists were from the Bristol, Culpeper and NOVA Districts. The statewide maintenance winner was *Superior Paving* for their work on the Fairfax County Parkway. This project scored very high in the ratings due to material

patched jointed concrete pavement. The challenges for this project included the coordination with other mega projects for handling of



VDOT Construction Winner - Superior Paving Corp. - I-66, Fairfax



VDOT Maintenance Winner— Superior Paving Corp - SR 286, Fairfax

nominated by the Lynchburg District. In addition to the paving in Lynchburg District, *Colony Construction* was nominated for their paving on US 460 eastbound in the Richmond District. The only secondary route nominated for statewide award was by the Fredericksburg District. *Superior Paving Corporation*

Parkway (State Route 286). Like several other districts, SMA was the surface course. The project also included a quiet pavement section where PFC-12.5 with PG 76-22 and ground tire rubber was used. *Superior Paving Corporation* performed the work for the NOVA District.

quality, project complexity traffic, night-time paving, (SMA surface with PG 76-22), SMA intermediate and surface layers, and traffic levels. In addition to winning the statewide construction/major rehabilitation paving award, this project was recognized by NAPA for Quality in Construction at the 2013 Annual Meeting. Congratulations to *Superior Paving* and the other nominees for a job well done.

Unlike the maintenance category, only one project was submitted for the construction/major rehabilitation award. NOVA District nominated the major rehabilitation of I-66. The prime contractor was *Fort Myer Construction* with *Superior Paving Corporation* as their paving subcontractor. The mainline had two lifts of SMA placed on a THMACO bonding layer. The THMACO was laid on a

quality, project complexity traffic, night-time paving, (SMA surface with PG 76-22), SMA intermediate and surface layers, and traffic levels. In addition to winning the statewide construction/major rehabilitation paving award, this project was recognized by NAPA for Quality in Construction at the 2013 Annual Meeting. Congratulations to *Superior Paving* and the NOVA District on this award.

Asphalt #28

FACT

SMOOTH ASPHALT PAVEMENTS SAVE \$\$\$.

Less wear and tear means fewer vehicle repairs.

Find more on AsphaltFacts.com

Congratulations to “Virginia’s Best” Asphalt Paving Award Winners



Non-Traditional Winner
Chemung Contracting Corp, Runway 21, Albemarle/Charlottesville Airport

The Virginia Asphalt Association celebrated the best non-VDOT paving projects at the 2013 Fall Asphalt Conference. This year over 20 projects were nominated by VAA members for consideration in one of four different categories—Non-Traditional Paving, Commercial Paving, Municipal Paving, and “Green” Paving.

The Non-Traditional Paving award was introduced in 2010 to recognize those



Commercial Winner
W-L Construction & Paving - Dominion Power, Hybrid Energy Plant

projects not covered by the Commercial and Municipal categories. Projects in this category include airfields, federally owned/maintained facilities, and toll roads. The finalist for 2012 were: Fentress Naval Auxiliary Landing Field by *Virginia Paving*, Charlottesville/Albemarle Airport Runway 21 Extension by *Chemung Contracting*, and Dulles Toll Road Westbound by *Virginia Paving*.

For the second time in three years, the winner was *Chemung Contracting* for their work at the Charlottesville/Albemarle Airport. This project included the placement of 8” to 15” of P209 aggregate base course, 8” of P403 asphalt base mix and 6” of P401 asphalt surface mix. All the work on the runway extension was done while the runway was active.

The Commercial Paving award is for those projects

typically done for a private entity such as malls and shopping centers. The three finalist for this award were: Driver Safety Training Facility by *Colony Construction*, Aldi Foods by *Virginia Paving*, and Dominion Power Hybrid Energy Plant by *W-L Construction and Paving*.

The winner for the Commercial Paving Award was *W-L Construction and Paving* for their work at the Dominion Power Hybrid Energy Plant in Wise County. This project contained multiple pavement sections with thicknesses ranging from 2 inches to 21 inches and asphalt materials with and without polymer modified binders.

The Municipal Paving Award goes to the best project completed for a local government such as cities and counties. The types of projects range from street paving to parking lots. The finalist for the 2012 award were: Dinwiddie County Recreation Center by *Branscome-Richmond*, Paving of Main Street in Norfolk by *Virginia Paving*, and Brooke VRE Station Parking Lot by *Virginia Paving-Stafford*.

For the second year in a row, *Virginia Paving* took home the honors of Best Municipal Paving Project for their work at the Brooke VRE Station Parking Lot. This project included the expansion and resurfacing of the existing parking lot. The new parking lot has 3 inches of BM-25.0 and 1.5 inches of SM-9.5A.

The final category recognized at the Fall Asphalt Conference was the “Green”

Continued on page 6



Municipal Winner
Virginia Paving (Stafford) - Brooke VRE Parking Lot

“Virginia Best” Asphalt Paving Award Winners (Continued from page 5)



Green Winner
Virginia Paving Company - Mosaic at Merrifield Shops

would use warm mix asphalt technologies, higher percentages of recycled material (RAP/RAS), waste materials, cold recycled base and porous asphalt structures. This years three finalist were: Occoquan Bay National Wildlife Refuge by *Virginia Paving-Stafford*, Virginia Route 10 by *Branscome, Inc.*, and Mosaic at Merrifield Shops by *Virginia Paving*.

The winner of the first “Green” Paving award went to *Virginia Paving* for their work at Mosaic at Merrifield Shops. This project incorporated many green aspects. Recycled crushed glass was used as an aggregate in the

asphalt. The base asphalt used 40% RAP and the surface asphalt used 20% RAP. All of the asphalt was produced using warm mix technology. The plant temperatures were held to 275 degrees Fahrenheit.

All winners of the VAA Paving Awards will be featured in the next membership directory. Likewise, these projects will be showcased on the Virginia Asphalt Association Website over the next month. Congratulations to all the finalists and winners for 2012. Nominations for the 2013 awards will be accepted in the spring of 2014. Start gathering your information and taking your photos now!

Paving category. This category was established in 2013 to recognize those paving projects where environmentally friendly materials and practices were used. Projects in this category

VAA GOLF RESCHEDULED

The Virginia Asphalt Association Invitation Golf Tournament, originally scheduled for October 9, 2013, was postponed due to nasty weather. VAA and Independence Golf Club have rescheduled the Tournament for November 7th. All previous registrations are being held for the new date. Give us a call if you would like to register as a new golfer.



Advanced Asphalt Mix Design Analysis Workshop



In January, the Virginia Asphalt Association will be hosting an Advanced Asphalt Mix Design Analysis Workshop for VAA Producer Members and VDOT employees. The focus of the workshop will be on role of the quality control technician, importance of sampling materials prior to design and production, setting up designs to be successful, interpretation of production test results, trouble shooting mixes during design and production, and plant adjustments to mixes

during production.

Dr. Brian Prowell, P.E. of Advanced Material Services of Auburn, Alabama will be leading the workshop. Dr. Prowell has spent the majority of his career in the asphalt mixture area while working for the Virginia Transportation Research Council (now Virginia Center for Transportation Innovation and Research) and for Auburn University at the NCAT Test Track. The class will be held January 23, 2014 at the Four Points by Sheraton Airport Hotel in Richmond. The class will begin at 9:00 am and conclude by 4:30 pm. Registration fee will cover breaks, lunch and workshop notebook. Contact the VAA Office for more details and to register.

Friends and Colleagues Will be Missed

Bart Mitchell Passes Away

One of the silver linings of Barton's battle with cancer is that his family had plenty



of time to think about and discuss his final arrangements with him. The family discussed the type of service, the music, the readings, nearly everything. With many of the decisions made they are now filling the week remembering Cheeze. Barton chose to have his remains cremated so there were no visiting hours at the funeral home. A memorial service was held Friday, October 11th at the Church of the Redeemer. In lieu of flowers, the family asked that you please consider a gift in memory of Barton to Johns Hopkins Hospital or Gilchrest Hospice Care. For Johns Hopkins, gifts may be directed to support the general cancer research fund at Johns Hopkins Kimmel Cancer Center. Please make checks payable to Johns Hopkins University. Gifts may be mailed with a memo indicating that this gift is in memory of Barton Mitchell to the Johns Hopkins Kimmel Cancer Center, 100 North Charles Street, Suite 234, Baltimore, MD 21201. For Gilchrest Hospice Care, gifts may be directed to support the end of life services they so graciously provide. Gifts may be mailed with a memo indicating that the gift is in memory of Barton Mitchell to

the Gilchrest Hospice Care, 11311 McCormick Road, Suite 350 Hunt Valley, MD 21031. The Mitchell family is thankful for your continued support and messages sharing condolences and warm memories of your time with him. They are focusing on the many happy and humorous times with Cheeze over the feelings of sadness.

Jamie Browder, former Chief Engineer of VDOT and retired Major General of the 80th Division (TNG) passed away suddenly on October 2, 2013. Jamie was with VDOT for 34 years prior to retiring at which time he traveled the world with his wife and spent his free time with his grandchildren. He continued to work as a principal and member of the Board of Directors for Belstar, Inc. Visitation was held at Bliley's Central. Services were held at Shady Grove United Methodist Church. Military interment was at Crestview Memorial Park. The family requests in lieu of flowers, that donations be made to either of the following organizations: The Clinic for Special Children, 535 Bunker Hill Rd., P O Box 128, Strasburg, Penn. 17579 or The Virginia Military Institute KEYDET Club.

John Blakemore Jr. of Blakemore Construction, lost his wife of 59 years, Eleanore Blakemore, Sunday September 29, 2013. The family received friends at Parham Chapel of Woody Funeral Home. A memorial service was held at River Road Presbyterian Church. In lieu of

flowers memorial contributions can be made to River Road Presbyterian Church. Online Condolences can be emailed to www.woodyfuneralhomeparham.com

Kenterrious Christian with Roadmark & Trevor Blankenship with A Morton Thomas were killed in the I-81 accident involving an overturned tanker truck on October 2, 2013.

Christian, 27, was born in Greenwood NC and was a member of the Perfecting Full Gospel Church. Services were held at the Restoration Worship Center and Burial at the Beulah Baptist Church. Pat Conway, with Roadmark, said, "This has been a tragedy but the emotional support from our industry has been enormous. We have established the Kenterrious Christian Memorial Fund at Wells Fargo Bank account number (2583925595) for the support of his daughter Ke'Najah Christian."

Blankenship served at Lebanon Community Fellowship Church and Recovery as a worship leader. His life was a testimony of his love for the Lord and his love for people. He will be remembered for his contagious smile, relentless storytelling and heart-felt kindness. Burial was at Ketron Memorial Gardens. Donations to Trevor's memory can be made to Lebanon Community Fellowship Church and Recovery.



Mark Your Calendar

- ♦ **VAA Invitational Golf Tournament**
November 7, 2013
Independence GC
Richmond, VA
- ♦ **SEAUPG Annual Meeting**
Nov 10-14, 2013
Baton Rouge, LA
- ♦ **Governor's Trans. Conference**
December 4-6, 2013
Richmond, VA
- ♦ **TRB Annual Meeting**
January 12-16, 2014
Washington, DC
- ♦ **Advanced Asphalt Mix Design Workshop**
January 23, 2014
Richmond, VA
- ♦ **NAPA Annual Meeting**
February 2-5, 2014
Boca Raton, FL
- ♦ **Regional Asphalt Seminar**
Fredericksburg, VA
February 20, 2014
- ♦ **Regional Asphalt Seminar**
Richmond, VA
February 25, 2014
- ♦ **Regional Asphalt Seminar**
Blacksburg, VA
March 11, 2014

The Back Page



AsphaltFACTS.com

THE TRUTH ABOUT ASPHALT PAVEMENT