



VAA Asphalt News

The Newsletter for Members and Friends of the Virginia Asphalt Association

Issue 1 - 2014

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Virginia's New Transportation Leaders



With the election of a new governor generally comes a new set of transportation leaders. Newly elected Governor Terry McAuliffe, has turned to three gentlemen very familiar with Virginia transportation and transportation issues to help carry the industry through the next four years.

Gov. McAuliffe's nomination of Mr. Aubrey Layne as Secretary of Transportation came just a few weeks after winning the office. Mr. Layne, a resident of Virginia Beach, is extremely familiar with the challenges of Virginia's transportation program. Mr. Layne was appointed by former Governor Kaine, in 2009, to the Commonwealth Transportation Board. In 2010, former Governor McDonnell appointed

Mr. Layne to the Chesapeake Bay Bridge and Tunnel Commission. As Secretary of Transportation, Mr. Layne will lead the Commonwealth's Transportation Board.

Virginia's new commissioner and Deputy Chief Commissioner for the Department of Transportation are two familiar faces as well. Mr. Charlie Kilpatrick succeeded Mr. Greg Whirley as Commissioner. Mr. Kilpatrick served as the Deputy Chief Commissioner for four years under Gregory Whirley. His efforts have led the implementation of new processes, procedures and organizational structure for VDOT. Prior to his position as Deputy Chief Commissioner, Mr. Kilpatrick worked for a

private land development company and as the VDOT Resident Engineer in Fredericksburg.

Mr. Quintin Elliott has been appointed as the new Deputy Chief Commissioner. Mr. Elliott has served various roles in VDOT including his most recent position as District Administrator for Fredericksburg. Mr. Elliott brings his experience running VDOT districts, Central Office Maintenance Division (formerly Asset Management) and the Williamsburg Residence to his new position.

The VAA would like to congratulate these gentlemen on their recent appointments and look forward to partnering with them to move Virginia forward.

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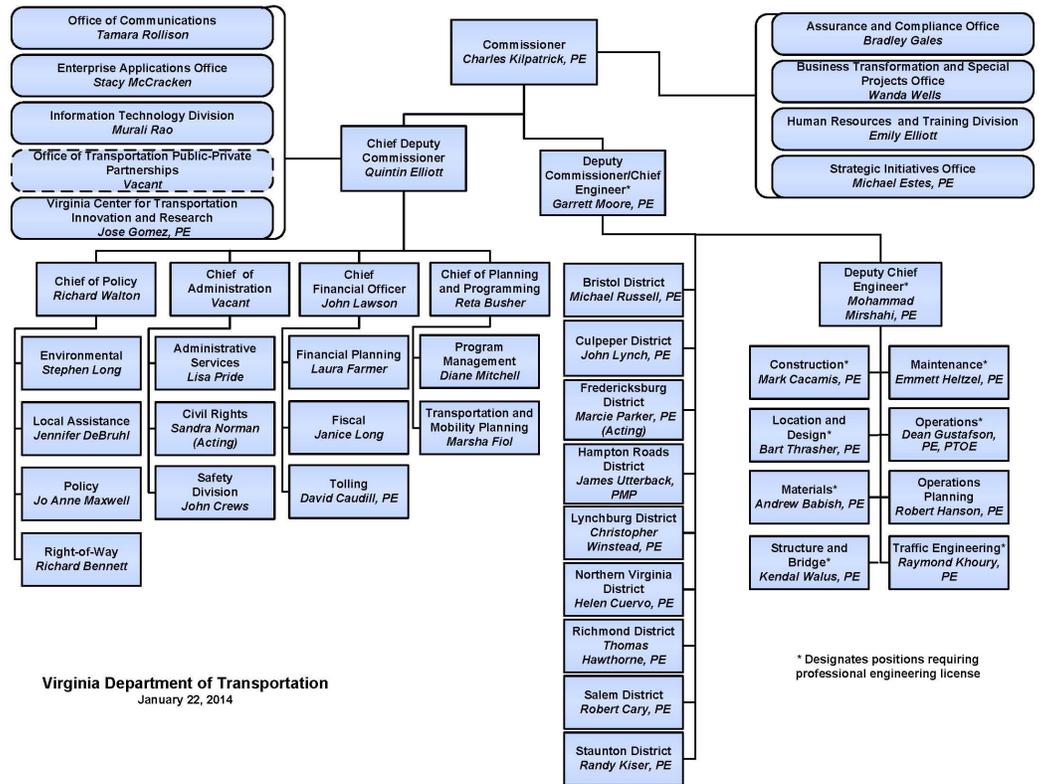
- Landsaver Environmental
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Virginia's New Transportation Leaders (continued from pg. 1)



2014 VAA Annual Meeting at Kingsmill



For the 62nd year, the VAA will be holding it's spring Annual Meeting. This year, the VAA will be visiting Kingsmill Resort in Williamsburg, VA. The meeting will begin on Thursday, April 3rd, and conclude at noon on Saturday, April 5th.

Kingsmill Resort, one of the best golf resorts in Virginia, offers a relaxed setting with many outside activities and a wealth of lo-

cal attractions.. Take advantage of coming to the meeting early or staying an extra day to enjoy the golf courses or spend time in Williamsburg.

The meeting begins with a welcome reception, to be held on Thursday evening. On Friday morning, current VAA President Jerry Short will welcome the delegates and VDOT guests to the meeting. VAA Executive Vice President Richard Schreck will review the past year for the VAA as well as future initiatives. The remainder of the morning will be spent discussing various transportation topics with VDOT Senior Management. On Friday evening, a reception and banquet dinner will be held.

We have invited the new Secretary of Transportation, Aubrey Lane and others to join us on Saturday morning. They will be discussing the results of the 2014 General Assembly Session and the impacts on transportation. Concluding the Saturday morning session will be the VAA Members Only Meeting.

For late evening relaxing, the VAA will host a hospitality suite in Guest Home 402 from 9:00 pm to midnight on Thursday & Friday.

To sign-up for the Annual Meeting, visit the VAA website www.vaasphalt.org or contact the VAA office. Meeting registration ends March 12, 2014.

2014 VDOT Asphalt Seminars

2014 marks the fifth year VDOT and the VAA will host regional asphalt seminars. These seminars, originally developed to educate district and field personnel on the specifications changes related to the Blueprint, have grown to encompass more than just specifications. This year's regional seminars will cover the traditional topics such as specifications, but new for 2014 will be the inclusion of two presentations on best practices by VAA contractors. Mr. Ken Arthur of Templeton Paving will discuss the steps needed to construct a proper longitudinal joint and get adequate compaction. His presentation will be coupled with a presentation by

Mr. Todd Rorrer, VDOT Asphalt Field Engineer, on the results of the 2013 longitudinal joint density results. Following the presentation on longitudinal joints, Mr. David Helmick of Superior Paving will cover the aspects of constructing a smooth ride.

The seminars will be hosted in Fredericksburg, Richmond and Blacksburg. The dates, locations and agenda are available at www.vaasphalt.org. Registration fee to attend the seminars is \$65 which includes lunch and breaks. Four and one half continuing education credits will be earned for attending the seminar.

VAA Annual Meeting Golf Tournament

Play Golf where champion's have played on courses designed by legends. Kingsmill Resort is home to two award winning golf courses: the River Course and the Plantation Course. On April 4th, this year's tournament will be held on the River Course with its beautiful James River views. Each team has the opportunity to select their own players or you can let the VAA staff place you in a foursome. The VAA has reserved 12 tee-times for 48 golfers. The winning team will be featured in the next *VAA Asphalt News* and on the VAA website.

To join in the fun, sign-up through the VAA web-



site: www.vaasphalt.org or by contacting the VAA office. The cost per player is \$150.

The VAA has also reserved four additional tee times for play on the River Course. These tee times are on Saturday, April 5th and begin at 12:30pm. Each will be assigned on a first come, first served basis, so don't wait to register!

VAA Advanced Mix Design & Analysis Workshop

Braving the cold and the snow around Virginia, over 60 asphalt contractor and VDOT personnel



attended the VAA Advanced Mix Design & Analysis Workshop held on January 23rd in Richmond. This was the first course in over a decade that focused on dense graded asphalt mix design. Previous seminars have been directed toward stone matrix asphalt (SMA) and porous pavement structures.

Recognizing the turnover in experienced industry and VDOT personnel as well as the increasing size of the VDOT paving program, the VAA contract-

ed with an expert in the asphalt materials field. Dr. Brian Prowell, P.E. of Advanced Materials Services and formerly with NCAT and VDOT, to cover aspects primarily related to SUPERPAVE mixes. Dr. Prowell focused on many aspects of the mix design and production process as well as what a quality control technician should do prior to and during production.

The seminar was broken into two main sessions. The first session held prior to lunch covered what should be done prior to developing a mix design, what aggregate and material properties to consider during mix design, and how to evaluate and adjust asphalt mixes during production based on SUPERPAVE field volumetric results and density tests.

The afternoon session focused on hands-on examples of lab and field results. This exercise gave participants a better understanding of the relationships between volumetrics, gradations, AC content and field compaction. In particular, based on the example data, what was or should have been done to adjust a production mix.

The final part of the afternoon covered best practices for handling RAP at the plant and in the mix design. With an increasing amount of

RAP used in Virginia and around the world, it is important for contractor mix designers and VDOT quality assurance personnel to understand how RAP can be used to make asphalt mixes more cost effective and better performing compared to their lower RAP and virgin mixture counterparts.

While closing the seminar, Richard Schreck said the VAA will work with its members and VDOT Materials to develop future seminars and multi-day classes.



Amended AST Regulations

The State Water Control Board at its December 17, 2013 meeting approved the DEQ amendments to the Above Ground Storage Tank (AST) regulations (9 VAC 25-91). The changes will become effective on January 27, 2014 after a final Attorney General Office review. The most significant changes to the AST regulation apply to facilities in Fairfax, Virginia that store over one million gallons of oil. **There are no asphalt plants in Virginia that these changes would apply to.** Clarification was provided on the exemptions for liquid asphalt in determining whether an Oil Discharge Contingency Plan (ODCP) or Pollution Prevention Plans are required for facilities with 25,000 gallons or less of oil storage. Liquid asphalt tank volumes can be subtracted from aggregate total oil storage calculations in deter-

mining if pollution prevention requirements must be met but must be included when determining whether an ODCP is required. Other changes include exemptions from inventory control for double wall tanks and pipes as well as



tanks (including associated piping) that are completely off the ground. Relaxed daily and weekly inspections are provided when facilities are shut down for maintenance or weather conditions. A copy of the AST regulation will be available on the VAA web page for members to review.

NAPA Annual Meeting

NAPA's 59th Annual Meeting will be held February 2—5 at the Boca Raton Resort and Club in Florida. The theme for this annual meeting is—"DRIVING DECISIONS—Taking Charge for Tomorrow." Take the wheel and begin Driving Decisions to shape the future of your company and the asphalt industry as a whole. Despite confusing economic signs and legislative roadblocks, NAPA's 59th Annual Meeting will provide clear direction on the way forward. Drawing upon the latest scientific and engineering research and melded with lessons learned in NAPA's long-term market research effort, the Annual Meeting will outline the knowledge and messages that resonate with your customers, helping you to better meet your customers' needs, apply cost-saving technologies, and increase the quality of your product and operations.



The contents of this article and more information can be found at the NAPA website www.asphaltpavement.org.

MEMBERSHIP NEWS

Kathleen Jones of Fleet Transit Receives MMTA's Safety Supervisor of the Year. On Tuesday night, January 14, 2014, the Maryland Motor Truck Association presented the Richard G. Anderson Safety Supervisor of the Year Award to Kathleen Jones, Fleet Transit's Safety and Compliance Manager.

"Fleet Transit's relentless attention to employee safety and regulatory compliance enabled me to keep a constant focus on prevention," said Jones. "I appreciate that the MMTA has chosen to recognize my work."

The MMTA is one of the largest trucking associations in the country, representing 1,000 member companies. Honoring a longtime MMTA officer, the annual Anderson Award commemorates his untiring efforts to promote safety on Maryland's highways.

"For the MMTA to select Kathleen is truly an honor for her and for the whole Fleet Transit family," said Fleet's owner Kevin McNeil. "For the past 8 years, she promoted safety, awareness, and professionalism—keeping us safe on the road—and presented our industry in the best possible light."

The VAA is now working on the 2014/2015 Membership Directory. If you have any changes in your company information or would like to place an advertisement for your company in the directory, make sure to contact VAA or complete the forms that will be emailed to all members at the end of January.

Chris Stiltner of B & S Contracting (BSC) in Staunton has been named to the VAA Board of Directors. Chris serves as Executive Vice President for BSC. He oversees the companies estimating, contracting and field operations.



He graduated from Virginia Tech in 1986 with a civil engineering degree.

Trenton Clark—VAA Director of Engineering participated in several sessions at the TRB meeting held in January. Trenton moderated a session titled "Legacy and Future of Mechanistic Empirical Pavement Design." Also, he presented and participated in a panel discussion for a session titled "Past, Present & Future of Pavement Design."

2013 Governor's Conference

Governor Bob McDonnell hosted his last statewide transportation conference on December 4—6, 2013, at the Richmond Convention Center. This conference, themed "Road to the Future", covered many aspects of Virginia's transportation system—from roads to rails, from plane to ports. With the move toward improving and expanding all modes of travel in Virginia through the historic 2013 Transportation Funding Bill, over 1,000 people participated in the conference and listened to Virginia transportation agency leaders.

NEW STORM WATER PERMIT REGULATIONS

The State Water Control Board at its December 17, 2013 meeting approved final new storm water regulations for discharges from industrial sites and construction activities. Both regulations will impact asphalt plant permits and construction site requirements. The regulations become effective July 1, 2014. Listed below are some of the changes:

General VPDES Permit for Storm Water Discharges Associated with Industrial Activity (9VAC25-151)

Runoff samples will have to be tested twice per year instead of once;

Nitrogen and Phosphorus testing twice a year will be required during the first two years of the five year permit cycle commencing next July 1 for those facilities located in the Chesapeake Bay Watershed;



Plant expansions or new plants must provide run off treatment that results in pollutant load -ings (total suspended solids) that are equal to or less than was present prior to the development;

Annual employee training required as well as for new hires;

Comprehensive site evaluations during storm events with discharge at least once per year;

Sampling window extended from 1 hour from on-

set of discharge to 3 hours;

Flexible monitoring requirements during normal working hours where sampling is not practicable;

"Measurable storm event" is now any discharge vs. at least ¼ inch;

Water samples must be tested by a certified laboratory.

Asphalt plants will continue to have a benchmark limit of 100 ppm at all locations.

General VPDES Permit for Discharges Resulting from Construction Activities (9VAC25-880):

DEQ now responsible for storm water from construction sites (transferred from DCR);

DEQ will issue a general permit that will be administered and implemented by local government with EPA and DEQ oversight;

VDOT is moving most of the administrative costs over to localities and contractors;

Copy of the storm water pollution prevention plan (SWPP) must be available at the construction site;

SWPP must be completed prior to the land disturbance;

Any denuded areas must be re-vegetated within 7 days of final grade establishment;

Disturbed areas less than 2500 sq. ft. are out of the program;

Areas less than 1 acre will only have general requirements.



Details on the implantation of the program will become clearer once localities have put together their plans. Copies of the regulations and DEQ guidance documents will be available on the VAA web site.

Mark Your Calendar

- ◆ NAPA Annual Meeting
Feb. 2-5, 2014
Boca Raton, FL
- ◆ QAW
Feb. 5-7, 2014
Atlantic City, NJ
- ◆ VDOT Asphalt Seminar
Feb. 20, 2014
Fredericksburg, VA
- ◆ VDOT Asphalt Seminar
Feb. 25, 2014
Richmond, VA
- ◆ VDOT Asphalt Seminar
March 11, 2014
Blacksburg, VA
- ◆ AAPT Annual Meeting
March 17-19, 2014
Atlanta, GA
- ◆ VAA Annual Meeting
April 3-5, 2014
Williamsburg, VA
- ◆ ISAP Annual Meeting
June 1-5, 2014
Raleigh, NC
- ◆ NAPA Mid-Year
July 14-17, 2014
Nashville, TN
- ◆ Fall Asphalt Conference
October 6-8, 2014
Richmond, VA
- ◆ VAA Invitational Golf
Tournament
October 8, 2014
Viniterra GC
New Kent, VA

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THMACO

Thin Hot Mix Asphalt Concrete Overlay, otherwise known as THMACO, will be used as a preventive maintenance overlay in several districts in 2014 on the interstate system. The initial THMACO site was placed on I-77/81 in 2000 and is still in service providing excellent service.

THMACO is a gap-graded asphalt mix similar to SMA, but has less #200 material and a lower asphalt content. Like most SMA mixes, THMACO uses a polymer-modified binder. While initially lower, the effective asphalt content is increased when combined with the heavy application of tacking material used to adhere the THMACO to the underlying pavement.

In addition to the preventive maintenance applications where the observed and predicted service life is beyond 10 years, THMACO serves as a bonding layer between asphalt overlays and underlying concrete pavement. THMACO was used on the I-66, I-64 and I-264 rehabilitation projects.

Asphalt Quality Task Force

Over the last twelve months, the VDOT/VAA Asphalt Quality Task Force has been very busy. Areas of emphasis in 2013 included evaluation of the incentive only ride specification on pilot and control projects, use of the Pave-IR bar for detecting temperature segregation, guidance on mixture selection, and longitudinal joint construction and density testing.

For 2014, Chief Engineer Garrett Moore addressed the task force on January 6 in Culpeper. Mr. Moore applauded the group for the ongoing and work completed to date. He acknowledged the work being done to improve overall ride, to produce a consistent mix, and to achieve proper com-



paction—but what can be done to enhance the visual appearance of asphalt mixes. Therefore, for the next few months, he asked the group to focus on ways to improve workmanship. The task force will meet on February 11th to discuss ideas and propose a path forward. If you have ideas for the task force to consider, then contact either task force co-chair David Shiells or David Helmick.

Traffic Engineering Spec. Changes

The first of the year brought about a series of traffic engineering related specifications. These specification changes dealt primarily with temporary and permanent pavement marking. The most notable change was the increase in time between completion of paving and application of permanent marking. Contractors will now have up to 30 days to install the permanent material. In addition, temporary markings can be installed if the pavement surface is dry or if the contractor is directed by the Engineer. The removal of the 24 hour requirement on marking will provide more flexibility and have roads marked quicker.



VTM—102

Virginia Test Method 102 for determining asphalt content by the ignition oven method was modified in a memo dated December 2013. This modification added a default asphalt correction factor of 0.4% for recycled asphalt pavement (RAP). This value will account for fines and other non-asphaltic materials lost during the burning process and may increase the virgin binder in a mix. MD 364-13 can be found on the Materials Division website.

Personnel Changes at VDOT

The last several months have seen several changes in VDOT personnel who have an impact on the asphalt industry.

Dr. Ben Bowers, E.I.T. was hired by VCTIR as a research scientist for the pavement engineering area. Dr. Bowers holds a Ph.D. degree from University of Tennessee at Knoxville. He is interested in reclaimed materials, warm mix technology, asphalt mixtures and asphalt chemistry. Please welcome Ben to VCTIR and the Virginia asphalt

community.

Two senior VDOT district managers have taken new positions in the private sector. Dr. Chung Wu, P.E.—former Hampton Roads Materials Engineer, has accepted a position with GeoConcepts Engineering in Ashburn. Likewise, Mr. Chris Blevins, P.E.—former Bristol Construction Engineer, has accepted a position with Volkert. The VAA wish them success in their new endeavors.

Statewide and District Co-Ops

The end of 2013 and the start of 2014 saw six district asphalt co-op and one statewide asphalt co-op meeting. All seven meetings were very well-attended by VDOT and industry personnel. Many of the topics overlapped between meetings with the statewide meeting focusing primarily on technical issues and the district co-ops covered technical and local operational/contractual issues.

The technical issues covered in these meetings included high RAP mixes (>30% RAP), adjustments to VTM-102, cold-recycling initiative, trackless tack coat related VTMs, THMACO special provision, and safety edge (or pavement wedge) guidelines and specifications. As progress and changes are made, VAA *Asphalt News* will cover the impacts to industry and VDOT.