



# VAA Asphalt News

The Newsletter for Members and Friends of the Virginia Asphalt Association

Issue 3 - 2014

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## CTB Approves \$13.1 Billion for Transportation

At the June Commonwealth Transportation Board (CTB), the members approved a new six year transportation improvement plan (SYIP) for fiscal years 2015-2020. The SYIP contains approximately \$13.1 billion in transportation funding. The funding is broken down into two primary allocations—highway construction and rail/public transportation. Highway construction makes up \$9.9 billion of the total SYIP. Several major projects were included in the plan. A few of the noteworthy projects were the I-81 ramp improvements at Exit 14, interchange improvements at I-81 Exit 150, the widening of 8 miles of Interstate 64 in the Hampton Roads District, US 29 improvements in Charlottesville, Odd Fellows Road in Lynchburg, Falmouth Intersection in Fredericksburg, I-495 shoulder use, Interstate 85 and 295 pavement restoration, and I-81 pavement rehabilitation in Staunton District. Along with these specific projects, VDOT will be performing ADA improvements across the state.

Before many of these projects can proceed, VDOT must complete a pro-



ject prioritization process. This new process is required by House Bill 2 from the 2014 legislative session. Once the process is completed and approved by the CTB, the SYIP will be updated.

The new SYIP is approximately \$1.3 billion less than the previous SYIP for fiscal years 2014-2019 with a \$1.6 billion reduction in highway construction. The decline in the funding is a result of lower fuel prices generating lower fuel taxes and the continued sluggish economy which provides sales tax revenue for transportation. Both

of these tax revenue sources are part of the new transportation funding program approved in 2013.

While a dramatic decline from the previous plan, it is still \$5.1 billion more than in the FY2011-2016 plan with \$4.2 billion increase in highway construction.

For more details on the SYIP, visit the Commonwealth Transportation Board website at [http://www.ctb.virginia.gov/resources/2014/june/pres/Presentation\\_Agenda\\_Item\\_3.pdf](http://www.ctb.virginia.gov/resources/2014/june/pres/Presentation_Agenda_Item_3.pdf)

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*If you would like to become a VAA sponsor, contact Caroline at: cfahead@vaaspalt.com*

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# 2014 Fall Asphalt Conference

In two months, VAA and VDOT will be hosting the Annual Fall Asphalt Conference at the Jefferson Hotel. This year's conference promises to be informational and educational for all attendees.

The conference will start at 1:00 pm on October 6th with presentations and discussions by Virginia's Secretary of Transportation Aubrey L. Layne, Jr., VDOT's Commissioner Charlie Kilpatrick and FHWA's Virginia Division Administrator Irene Rico. Following their talks, VDOT and VAA will present the awards for Virginia's Best Paving Projects. The conference will conclude on Day 1 with the Chief Engineer's round table that will include VDOT's nine District Administrators.

trators.

The agenda for October 7th starts with The Virginia Center for Transportation Innovation and Research highlighting their on-going and recently completed pavement and asphalt related research. Dr. Buzz Powell, of NCAT, will review the performance of the VDOT and other test sections at the NCAT test track. Mike Walters of FHWA Eastern Federal Lands, will discuss the processes, challenges and lessons learned from the Blue Ridge Parkway FDR and AC Overlay projects. Dr. Audrey Copeland of NAPA will describe the various research projects being funded jointly by the State Asphalt Pavement Associations and NAPA. She will also be

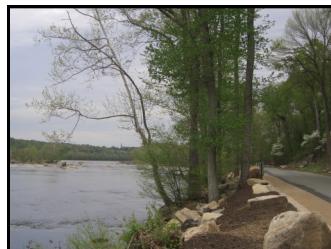


demonstrating the new PaveXpress pavement design web application. Finally, VDOT will cover the materials and other specification changes that will be incorporated into the 2015 paving schedules.

As with 2013, VAA will issue continuing education credits for day 2 attendees who request them.

The VAA website contains more information on the conference. A final agenda will be posted to the website in September. For non-VDOT attendees to register for the Fall Conference, visit the VAA website at [www.vaaspalt.org](http://www.vaaspalt.org). VDOT attendees are to register using VDOT University. Lodging is available at the Jefferson Hotel, so please ask for the conference room block. Please note, the Jefferson Hotel does not accept state lodging rates. We hope to see you in October!

## STORM WATER PERMITS



New Storm Water Regulations and permitting requirements took effect on July 1, 2014. Asphalt plants subject to Industrial Storm Water Permits should have submitted registrations for a new 5 year permit by now and received a new permit. There have been some delays by DEQ in getting the permits issued and in those cases, companies must continue to abide by their existing permit requirements. On the Construction Storm Water Permit

side, Storm Water Management Programs that are being prepared and implemented by local governments, have had to be adjusted due to some changes brought about during the 2014 General Assembly session. Localities can, under some circumstances, opt out of the permitting responsibility and return the program to DEQ. A lot of this is still in a state of flux. VDOT's responsibilities for highway projects with land disturbance are still being discussed with localities and DEQ. There is no doubt that contractor permit costs are going to be much higher and red tape and documentation for the construction work will be more complicated. VAA will continue to update you as developments occur.

## Asphalt FACT #40

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## LAST CALL! Paving Awards

Do you have a project that stands out and exudes the quality characteristics for an asphalt mixture and paving practices? This project could very well be an award winner! The VAA recognizes top paving projects each year at the Fall Asphalt Conference. There are four paving categories—commercial paving, municipal/local government paving, non-traditional projects (i.e., airports, ports, federal roads), and green projects. Green projects are characterized by contractors using sustainable materials and processes to rehabilitate or build a pavement.



Companies that win an award reap these benefits: Recognition in front of their peers at the conference and pictures from the project will appear in the next VAA Membership Directory. An article will appear in the next Asphalt News Letter and pictures and a description of the project will be featured on the VAA website that receives several thousand visits per month.

To submit one or more projects, go to the VAA website for a submission form and additional details. Submissions must include a project description as well as **high resolution digital** pictures that can be used for an initial screening evaluation. If the project was completed at a visitor restricted area such as an airport, more pictures should be provided. If the project is shortlisted for an on-site evaluation, then please coordinate with the facility operator/owner to allow for a site visit by the VAA project award review team.

Time is running out. The new deadline is August 25, 2014. If you have questions, please call or email VAA.

## VAA Asphalt Classic

VAA's Asphalt Classic Golf Tournament for 2014 will be played at the Club at Viniterra located in New Kent County. The Asphalt Classic will be held there on October 8th. This Rees Jones designed course measures from 5,200 yards to over 7,700 yards. Characteristic of many Rees Jones courses, multiple hazards are incorporated into the course including water and sand traps.



The 2014 Asphalt Classic is slightly modified compared to 2013. Players will be treated to a boxed lunch prior to the tournament. Each player will receive two burgundy tees and two mulligans as part of their registration fee. Following the tournament, a catered barbecue dinner will be provided. If you cannot make the tournament but would still like to enjoy the fellowship and awards ceremony at the dinner, you can register for the barbecue only.

As with previous tournaments, the money collected for the mulligans and burgundy tees will be raffled off during the dinner. Likewise, the first and second place teams will win prize money along with the long-drive and closest to the pin contest winners.

To register for the tournament, visit the VAA website or contact the office. Pre-arranged teams are welcomed or sign-up as a single and we will place you on a team.



## Superior Paving and VAA Win Awards at NAPA Mid-Year Meeting

Recently, the asphalt industry met in Nashville, Tennessee at the National Asphalt Pavement Association's Mid-Year Meeting. This meeting covered many issues relevant to

the industry. Additionally, NAPA recognized Superior Paving and the Virginia Asphalt Association with national awards.

Superior Paving Corporation won the National Award for Safety Innovations. Superior's Safe Landing Technology incorporates cameras and monitors at their plants to aid in the loading of trucks from silos. Using this system, plant operators can check for

truck alignment under the correct silo and ensure the truck tailgate is properly latched.

The Virginia Asphalt Association won the website of the year award along with the Missouri Asphalt Pavement Association. The award recognizes website designs that promote the use of asphalt and the asphalt pavement industry.

The VAA website was



a complete redesign. The new site is easier to navigate and incorporates more information for the site visitor. Since the site was launched, the traffic has steadily increased. Visit our website and take a look!



## Green House Gas Rules

Gina McCarthy, Environmental Protection Agency Administrator, issued proposed regulations in early June to address global warming. The rule would force a 30% reduction in carbon dioxide emissions by the year 2030. The reduction target would be based on the emission levels present in 2005.

Virginia would have to come up with a plan to meet the 2030 deadline by June 1, 2016. An extension of one year would be allowed under certain conditions. The proposed regulation will undergo a long public comment period and lawsuits could follow if and when the rule is finalized. This

process will take a long time to unfold and the asphalt industry will probably not be a focus of the regulation for many years. The battle over the regulation will be primarily between EPA and the power companies in the short term. VAA will keep you informed of any changes as they occur.

## VAA Workshop

Mark your calendars to attend the 2014 VAA Environmental Workshop on December 9th, in Richmond, at the Four Points Sheraton-Airport Hotel. This seminar will cover the environmental regulation changes for facilities such as asphalt plants and quarries. Facility owners/operators and those individuals responsible for environmental compliance are highly encouraged to attend. Topics will include storm water regulations, air permits and toxic release inventory.

This seminar is open to all VAA members. More information and a final seminar agenda will be provided this fall. Feel free to contact the VAA office if you have any topic suggestions for the Workshop.

## Localities to Receive State Matching Funds

Localities throughout Virginia will receive approximately \$180 million in state matching funds for transportation, which advances nearly \$880 million in transportation projects to improve roads, bridges, sidewalks, trails and traffic lights in their area. The Commonwealth Transportation Board approved the funding through the state's Revenue Sharing Program during its meeting in June. "The Revenue Sharing Program is an essential funding source for localities to proceed with their transportation priorities," said Charlie Kilpatrick, Commissioner of VDOT. For more information visit [www.virginiadot.org](http://www.virginiadot.org)

# DRIVABILITY

WON'T MAKE YOUR JOURNEY SHORTER, IT JUST SEEMS THAT WAY.



\* Federal Highway Administration. WesTrack Track Roughness, Fuel Consumption, and Maintenance Costs, 2000

\*\* Edelman Berland Survey, 2013

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## News & Notes

**Interim Fix Passed for Highway Trust Fund.** The Senate passed an already approved House bill that provides a short term fix to the depleted Highway Trust Fund. 10.8 billion dollars will allow the fund to continue to operate through May of 2015. No long term solution seems eminent.

**Climate Change.** Governor McCauliffe officially reconstituted, by Executive Order, the Climate Commission on July 1, 2014. The commission, composed of 35 members from industry, environmental groups and regional politicians will be updating the 2008 report created under the Kaine administration. The

Commission will finish its report in one year. The stated goal for the Commission is to "reduce greenhouse gases that contribute to climate change and to pursue renewable energy sources and green infrastructure projects".

**Tramming Permits.** A new state law will change the permitting process for tramming bridges. Existing state law covered axle and wheel loads for engineering analysis of bridges. The new language expands the analysis to include rubber tracked equipment used for VDOT Maintenance and Construction projects as well as emergencies such as snow removal.

## Membership News



**Welcome Rish Equipment Company,** VAA's newest affiliate member. Rish is one of the largest heavy equipment dealers in the United States. For more information go to: [www.rish.com](http://www.rish.com).



**Templeton Paving is Now Operating Under the Boxley Asphalt Name.** Boxley Asphalt will continue to serve their existing markets.

**Boxley Fires Up New Asphalt Plant.** July marked the start of a new asphalt plant in Lynchburg. Boxley fired up a new Astec Double Barrel Green plant rated at

300 tons per hour. Incorporating the latest and greatest technology, Boxley can incorporate higher percentages of RAP effectively, use warm mix asphalt technology, and heat the asphalt with natural gas. Using all these technologies Boxley can provide a truly Green asphalt product.



**Rogers Group Starts Up Two New Asphalt Plants.** Bristol District has two new asphalt plants. Rogers fired up an Astec Turbo 400 plant at their Castlewood location. Likewise, they have a similar plant in Tazewell County.

## Proposed Spec Changes

In July, VDOT Materials Division circulated several pro-



posed specification changes for consideration. The biggest change proposed dealt with the classification of asphalt liquids. Since the late 1990's, VDOT has followed the AASHTO performance grading system. To supplement the PG system, many state agencies incorporated a PG+ system with additional tests. Through research conducted by the Asphalt Institute and other agencies, VDOT proposes to adopt the Multi-Stress Creep Recovery (MSCR) grading system. This system modifies the PG naming and replaces the PG+ system. Most of the changes will impact the asphalt liquid suppliers and the VDOT testing approach. However, naming conventions in specifications and contracts will be changed as well.

Beyond the new names for liquid asphalt, slight changes are being made to Section 211, 248, 315, 317 and the special provision for Rideability. Section 211 will incorporate RAS and RAS/RAP into the language. Also, the amount of RAS allowed in a polymer modified mix will be limited to 3%. The specifications for Curb Mix have been changed and the requirement to perform production lab permeability testing has been incorporated. Section 248 has many of the same changes as Sec-

Continued on page 6

## Mark Your Calendar

- ◆ Pavement Eval. 2014  
September 15-18, 2014  
Blacksburg, VA
- ◆ Fall Asphalt Conference  
October 6-8, 2014  
Richmond, VA
- ◆ VAA Asphalt Classic  
October 8, 2014  
New Kent, VA
- ◆ Governors Trans. Conf.  
November 12-14, 2014  
Roanoke, VA.
- ◆ SEAUPG  
November 17-20, 2014  
Nashville, TN
- ◆ VAA Environmental Seminar  
December 9, 2014  
Richmond, VA
- ◆ TRB Annual Meeting  
January 11-15, 2015  
Washington, D.C.
- ◆ NAPA Annual Meeting  
January 22-29, 2015  
Marco Island, FL
- ◆ QAW  
February 3-5, 2015  
West Virginia
- ◆ NCAT Track Conference  
March 3-5, 2015  
Auburn, AL
- ◆ AAPT  
March 8-11, 2015  
Portland, OR
- ◆ World of Asphalt  
March 17-20, 2015  
Baltimore, MD

# Work Zone Safety Observation

**Contributed by David Rush, VDOT**

In my travels around the state as VDOT's Work Zone Safety Program Manager, I would like to take the opportunity to mention a recurring item I and my staff have noticed which I shared at the last VAA/VDOT meeting. A few years ago, based on a request from VAA members, we approached the FHWA VA division office and asked if a time extension could be granted past the MUTCD requirement for post mounting several warning signs used in schedule/surface rehabilitation operations. Those signs include the UNEVEN LANES, STAY IN LANE, BUMP, ROUGH ROAD, DO NOT PASS, NO CENTER LINE and UNMARKED PAVEMENT AHEAD signs. Our approach with the FHWA to justify the extended posting period on portable sign supports was these signs are adjusted daily based on work activities, and we would require each leg of the sign's stand to be weighted with sand bags weighting approximately 25lbs to prevent movement, tipping, or blowing over. Based on the conditions above, they agreed to a deviation from the MUTCD.

On a regular basis, we are seeing some of these signs either weighted with the wrong device (drum or cone weight) or not weighted at all, resulting in fallen signs. These advanced warning signs are critical to all motorists to know what lane to travel in and the condition of that lane. These signs should be checked daily to ensure their visibility is maintained and are providing adequate warning for motorists. As is common in our region of the country, afternoon thunderstorms with gusty winds of 40 mph or higher can spring up at anytime, making the weighting of portable sign supports with sand bags a critical element in the performance of this temporary traffic control device.



**Not Acceptable**



**Not Acceptable**



**Required Treatment**

We will be notifying our inspection forces to check and ensure sand bags are used on these signs as required by the special provisions and the VA Work Area Protection manual. As installers of these devices, and our partners in work zone safety, we would like to remind you of the importance of providing the right devices so all motorists receive adequate warning of current roadway conditions. Working together we can maintain safety for motorists and our workers while performing operations that improve our roadways.

## PROPOSED SPEC CHANGES (continued from page 5)

tion 211 regarding RAP and RAS. Section 315 has several changes. First, a MTV will be required for placing surface mix on interstates. Second, language was included to set a minimum mixture temperature for warm mix asphalt of 200°F. Third, the location of the longitudinal joint was moved to avoid conflict with

snow plowable marker installation. Other minor changes were proposed as well. The Section 317 changes mirror the 315 changes where applicable.

The Special Provision for Rideability includes many changes. The contractor now must notify VDOT when a sec-

tion of pavement is ready for testing. As before, the contractor must provide unimpeded access to the site and at least temporary striping. The engineer will determine when corrective action is needed. Finally, the Incentive Only section was modified based on recommendations

from the Asphalt Quality Task Force. The pay tables were adjusted and the payment calculation process was altered. The Incentive Only provision will be piloted on select projects in 2015. Final specifications will be presented at the Fall Asphalt Conference.