



# VAA Asphalt News

The Newsletter for Members and Friends of the Virginia Asphalt Association

Issue 4 - 2014

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## Fall Asphalt Conference Draws Huge Crowd

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.

This year’s conference featured some new faces and a few familiar people in new positions. Mr. Kevin Jones—Vice President and Regional Manager for Branscome, Inc. and the 2014 VAA President welcomed the large audience to the conference. He was pleased to see the diversity of the attendees and looked forward to the presentations by each of the distinguished speakers.

The first new face to the Fall Conference was Virginia’s new Secretary of Transportation the Honorable Aubrey L. Layne, Jr. Secretary Layne touched on a variety of topics during his 30 minute speech. He reviewed the transportation accomplishments in 2014 as well as the funding challenges due to the drop in fuel prices, lowering projected revenues and the slowness of the Virginia economy. Secretary Layne discussed the regional transportation authorities established



Secretary of Transportation Aubrey L. Layne, Jr.



VDOT Commissioner Charles Kilpatrick



Kevin Jones, Vice Pres. & Regional Manager, Branscome, Inc., President of VAA

with the 2013 Transportation Bill. In NOVA, the funding generated are going to various capacity improvement projects and new construction projects. In Hampton Roads, the funds are being targeted at a few large construction projects such as the widening of I-64 on the peninsula.

While not a new face, the next presenter was in a new position. VDOT Commissioner Charlie Kilpatrick was named to his new position in early 2014 as part of Governor McAuliffe’s new administration. Commissioner Kilpatrick discussed numerous issues

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## Record Numbers Attend Fall Conference (continued from page 1)



Garrett Moore, VDOT Chief Engineer and Richard Schreck, VAA



Chief Deputy Commissioner,  
Mohammad Mirshahi

with the conference attendees. He covered the implications of House Bill 2 which required VDOT to implement a project prioritization process by July 2016. Commissioner Kilpatrick covered the five criteria areas: congestion mitigation, economic development, accessibility, safety and environmental quality. These five areas will be used to rank potential projects in urban and rural areas and will have different values in each of the Districts. Commissioner Kilpatrick discussed how the funding available to VDOT will be impacted by HB 2 and how the money from the regional authorities will play into the project selection process. Finally, he addressed the impacts of the

state government budget reduction on VDOT. Ms. Irene Rico, FHWA Virginia Division Administrator, joined the Conference to discuss the Federal Transportation funding status and other initiatives. Ms. Rico reviewed the current transportation funding bill which expires in May 2015. While a new four year bill is preferred, it will be up to Congress to either adopt or move forward with other funding resolutions as they have done in the past. Ms. Rico discussed the third phase of Every Day Counts, also known as EDC 3. EDC 3 contains 11 focus areas in which VDOT and industry may be participating. A full description of the EDC 3 areas can be found on the FHWA website, search "Every Day Counts".

The final slot in the



Irene Rico, Div. Admin., FHWA

first session of the Conference was the recognition of the VDOT and VAA Paving Award Finalist and Winners. Unlike past conferences where each finalist made a presentation, Ms. Angela Beyke, VDOT Assistant Asphalt Program Manager, assembled a presentation set to various songs. The presentation included the district winners and finalist. Mr. Mohammad Mirshahi, VDOT Deputy Chief Engineer, presented the VDOT Construction and Maintenance Awards. The Statewide Maintenance Paving Award went to the NOVA District for Virginia Paving Corporation's SMA overlay on the Springfield-Franconia Parkway. Likewise, NOVA District secured the Statewide Construction Award for the widening and reconstruction of the Fairfax County Parkway completed by Superior Paving Corporation. Once the VDOT award ceremony was finished, Mr. Richard Schreck, VAA Executive Vice President, presented the VAA Paving Awards. With a "little hint" prior to the conference of VDOT's presentation format change, Mr. Schreck covered the VAA award nominees in an automated presentation set to an old Irish song, "The Hot Asphalt". Each of the VAA Winners are described on Pages 6 and 7.

The final session for the first day of the conference was highlighted by the signing of the new VDOT/VAA Asphalt Co-Op Charter by VDOT Chief Engineer Garrett

Continued on page 3

## Record Numbers Attend Fall Conference (continued from page 2)

Moore and Mr. Schreck. Mr. Mirshahi discussed why the signing ceremony was significant for both VDOT and industry. It shows the commitment to work together to address technical issues related to asphalt materials and pavements. The co-op had existed for nearly 30 years, but a formal document had never been developed. The charter outlines the membership of the co-op, how often the co-op should meet, and how decisions are to be reached. Due to the nature of some issues, Expert Task Groups will be formed to research the concern and to provide a recommendation for the full co-ops action. Finally, the day concluded

with comments from VDOT Chief Engineer Garrett Moore and the District Administrators Panel. Mr. Moore covered the challenges and opportunities facing VDOT with the reduced funding and the aging infrastructure. Most of the focus the last few years has been on the interstate and primary systems, but many of VDOT's secondary routes are in unsatisfactory condition. Funding will be used to maintain the interstate and primary road networks while working to rehabilitate or reconstruct secondary pavements. VDOT and industry must try new approaches and materials to

stretch the dollar and mitigate recurring problems like reflective cracking. After the Chief Engineer's comments, The DA's or their representative covered the planned work for 2015 in their districts as well as what went well and areas for improvement by VDOT and Industry. Most districts, ex-

cept for NOVA, will have a reduced paving program in 2015. NOVA will have additional funds to address the secondary system. A few districts are planning on using full-depth reclamation on some primary and secondary routes.



VDOT Chief Engineer, Garrett Moore and the District Administrators

## Research And Pavement Recycling Dominates Day 2

Holding to the precedent set at previous Fall Asphalt Conferences, the second day was devoted to a variety of technical topics. This year on-going research, specification changes and pavement recycling dominated the agenda. Dr. Buzz Powell, Director of the NCAT Test Track in Auburn, Alabama gave a detailed update on the performance of VDOT's three structural sections which utilized recycled materials. Near-

ing the 10 Million ESAL mark, none of the sections have exhibited surface distresses and minimal to no rutting. As has been seen since the beginning of the testing cycle in October 2012, the section with the FDR subbase (6"), cold plant recycle base asphalt mix (5") and the asphalt concrete intermediate and surface layers (4") has shown the greatest resistance to bending. Bending in the

bottom of the asphalt layers can lead to fatigue cracking and eventual pavement failure.

To complement the presentation by Buzz, Dr. Brian Diefenderfer, VCTIR Senior Research Scientist, presented the lessons learned on pavement recycling in Virginia and the performance of the I-81 section constructed in 2011. Like the sections at NCAT, no distress has been noted, prac-



Buzz Powell, Asst. Director, NCAT

tically no rutting exists and the same ride quality has been maintained.

Following the presentation by Brian, Mr. Mike Walters, FHWA Project Engineer for Eastern Federal Lands, discussed the rehabilitation of the Blue Ridge Parkway with FDR and asphalt concrete overlay. Mr. Walters shared the costs associated with doing the work and the lessons learned through the completion of two projects on the Parkway. Due to the success on these projects, future FHWA projects on Fed-



Crowd at the VAA Fall Asphalt Conference

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## Research and Recycling Dominates Day 2 (continued from page 3)

eral Lands may include FDR as the first choice for pavement rehabilitation and reconstruction.



Following the morning break, Mr. David Kaulfers, VDOT Assistant State Materials Engineer, and Dr. Audrey Copeland, National Asphalt Pavement Association Vice President, took to the stage. Mr. Kaulfers detailed the next steps in implementing pavement recycling technologies. According to David, the cold in place recycling special

provision has been updated and issued. The full depth reclamation specification will be reviewed and updated over the next two months. Finally, central cold plant recycled asphalt will be addressed by a joint VDOT and Industry team. The CCPR materials and placement specifications will be completed and issued by March 2015. Along with the revised specs being issued, VDOT plans to increase the amount of funds spent on recycling to rehabilitate the roadway network.

After the pavement recycling presentation, Mr. Kaulfers switched gears and discussed the current status of the Ride Spec program. He covered the history of the program in terms of incentives and disincentives paid, along with the average ride quality achieved by highway system over the years. David stated the ride spec will be a



Chief Deputy Commissioner Quintin Elliott



default on projects and the contract development team will have to remove the specification by copied note if the specification does not apply. Additionally, VDOT intends to use the incentive only clause in the ride spec for projects that could benefit from the specification but do not meet the full specification guideline criteria.

The final presentation of the morning was by Dr. Audrey Copeland. Dr. Copeland covered many national asphalt related topics. First, she discussed the results of a national survey conducted on NAPA's behalf. The study found that drivers do not care about the pavement's surface, they care about the Driveability of the road (is the road smooth, safe, and not in constant need of repair). With this information, NAPA and the state asphalt pavement associations (which includes the VAA) have funded various research projects. Many of these projects were discussed in detail. In particular, Audrey reviewed the Optimized Pavement Design pro-

ject. The purpose of this project is to determine the maximum pavement thickness required for given traffic and subgrade support criteria. Current pavement design tools are too conservative and lead to thicker than needed structures that waste limited funds. NCAT is the researcher for this project and a report will be available in 2015. Additionally, Audrey reviewed the new Pavexpress program for pavement design. This program was developed to replace the void left by the sunset of AASHTO's DARWin™ Pavement Design Program. The program is free and can be accessed through the internet. Finally, she covered topics ranging from sustainable asphalt technologies to environmental product declaration documents.

The afternoon of Day 2 continued the focus on pavement and asphalt research. The first three speakers were from the Virginia Center for Transportation Innovation and Research.

Continued on page 5

## Day 2 Presentations (continued from page 4)

Mr. Michael Sprinkel, Assistant Director at VCTIR, gave a summary of the different projects being conducted by or through contracts with VCTIR. Following Mr. Sprinkel, Mr. Kevin McGhee, Associate Principle Research Scientist brought the conference attendees an update on the asphalt surface mix performance project. His research recommends the use of SMA on interstates and considers the use of SMA on other high-priority roadways. He also recommended more work be done to improve asphalt performance when placed on composite pavement with a jointed concrete base and on an existing jointed concrete pavement. The final research presentation was made by Dr. Stacey Diefenderfer, VCTIR Senior Research Scientist. Stacey covered the high RAP sites paved over the last few years. The performance in the lab has been confounding—some results made sense and some did not. Field performance will be monitored over time. Finally, more sites from different contractors around Virginia are needed to get a full assessment of high RAP mixes.

The last presentations for the first afternoon session covered the tacking and bonding of asphalt layers. Dr. Powell and Mr. Rob Crandol, VDOT Statewide Asphalt Program Manager, covered the work done to date to assess tacking and the future steps VDOT will be taking to improve bonding.

The last session of the day was devoted to safety and specification changes. Mr. Lee Cole, Oldcastle Materials and Mr. David Rush, VDOT Work Zone Safety Director, discussed



efforts to reduce accidents and injuries in work zones. Mr. Cole relayed efforts being conducted by his company to improve safety. Mr. Rush provide safety statistic for Virginia. Following their presentations, Mr. Alan Saunders, VDOT Assistant Construction Engineer, Mr. Andy Babish, VDOT Materials Engineer, Mr. Rob Crandol and Mr. Harry Campbell, VDOT Traffic Control Engineering Devices Manager, reviewed the upcoming specification changes for 2015.

The last talk of the conference was reserved for VDOT Chief Deputy Commissioner Quintin Elliott. He stressed the need to continue to work together to improve Virginia's road network and he looked forward to working with the VAA in the future.



Golfers at the VAA Asphalt Classic

## MITS/PLAID IMPROVEMENTS

Originally rolled out for the 2013 paving season, VDOT Materials Division's MITS/PLAID system has improved the collection and reporting of asphalt mix design and production data. In 2014, aggregate suppliers providing central mix aggregate products to VDOT projects were required to use the MITS/PLAID program.

MITS (Materials Information Testing System) is the database application used internally for VDOT to review mix designs and production data. MITS assesses the variability of mixes compared to the Part B approval for any adjustment points and pay modifications.

PLAID (Producer Lab Analysis and Information) Details is the asphalt or aggregate producers portion of the system. Contractors input mix designs and lab production data. Once input, VDOT has access to the results and VDOT can perform statistical analysis.

However, with the improvements on collecting and submitting data, several new enhancements are planned. Mr. David Kaulfers, Assistant State Materials Engineer, is leading a joint effort with the Virginia Asphalt Association and the Aggregate

Council of the Virginia Transportation Construction Alliance. This joint team is working to effectively implement new capabilities such as TL-102 generation, production control charts, and a mix performance scorecard.

Programming for the next version of MITS/PLAID will be performed by VDOT. Beta testing of the new system is expected by the first or second quarter of 2015. Upon successful testing, the new system will be required for use by contractors starting in January 2016.

## AAPA Visit

Every four years, the Australian Asphalt Pavement Association (AAPA) makes a technical tour to the United States. This tour is intended to exchange knowledge with their American counterparts and to gain insight into new technologies that can be employed in Australia. On November 4, the AAPA will be visiting VDOT and NOVA asphalt producers. Virginia Paving will be hosting the contractor meeting and VDOT NOVA District will be hosting the pavement meeting. The visit will include presentations and a construction site visit.

# “Hats Off” to VDOT’s Construction & Maintenance Award Winners

**Virginia Paving Corporation** of Chantilly and **Superior Paving Corporation of Gainesville** took home the top VDOT paving awards for 2013. Each year since 1991, VDOT and the VAA have recognized the top construction/major rehabilitation paving project and the top maintenance overlay paving project.

For the 2013 paving season, nine maintenance projects were nominated for the statewide award. **W-L Construction and Paving** was nominated for their paving of northbound I-81 in Bristol District.

**Adams Construction** was nominated for their work on northbound I-81 in Roanoke County. The paving of US 29 north-

The high-RAP asphalt demonstration project on SR 3 in King George County was nominated by the Fredericksburg District. This section of SR 3, paved by **Superior Paving Corporation**, contained sections of mix with 40% and 45% RAP as well as a control section using 20% RAP and PG 70-22 binder. For the Culpeper District, the nomination was for the inlay of I-66 Westbound near the Plains in Fauquier County. This was also a **Superior Paving** job. Only three Maintenance Award nominees had SMA as the

District. The final nominee and ultimate winner for the Statewide Maintenance Paving Award was the SMA overlay of the Springfield-Franconia Parkway by **Virginia Paving**. The project included multiple lanes, intersections, lane and roadside obstruc-

tions. **Superior Paving** performed the paving. Opal Interchange had been a planned project to relieve congestion at the US 17 and



VDOT Construction Winner - Superior Paving Corp. - SR 286, Fairfax Co. Parkway at I-66, Fairfax



VDOT Maintenance Winner— Virginia Paving Co - SR 289, Fairfax

bound by **Boxley** was nominated by the Lynchburg District. **Colony Construction** was nominated for their paving on I-85 northbound in the Richmond District. For the first time in several years, the Hampton Road’s District nominated a project. US 301, near Emporia, was paved by **Rose Brothers**.

final riding surface. The first project was the Salem District nominee, I-81 Northbound Roanoke, paved by Adams Construction. The second project was the SMA overlay on US 340 north of Waynesboro in the Staunton District. **B&S Construction** performed the work for the Staunton

tions and a lot of traffic.

Unlike past years when only one or two projects were submitted for consideration, the Statewide Construction Paving category had five projects from across the Commonwealth. Salem District nominated the major rehabilitation of I-81 in Botetourt County completed by **Adams Construction**. This project had deep milling and SMA overlays to rehabilitate the failing pavement. The Fredericksburg District nominated the reconstruction and widening of SR 208 in Spotsylvania County. This project included the addition of new travel lanes and wide shoulders as well as alignment improve-

US 29/15 intersection. The construction project included the construction of new exit ramps, roadway realignment and overlays. **Superior Paving** was the paving contractor for this project. The fourth nominee came from the Staunton District on US 340 in Page County. Paved by **Adams Construction**, the project included the new bridges and a new highway alignment. The final nominee and Statewide Construction Winner came from the NOVA District for the reconstruction and widening of the Fairfax County Parkway. Paving was performed by **Superior Paving Corporation**.

Congratulations!

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



Non-Traditional Winner  
 B & S Contracting, Inc.- Blue Ridge Parkway Rehab, Augusta



Commercial Winner  
 S L Williamson Company, Inc.- Insurance Institute for Highway Safety, Greene



Municipal Winner  
 Colony Construction– Newbys Bridge/Jacobs Rd Intersection, Chesterfield

The Virginia Asphalt Association celebrated the best non-VDOT paving projects at the 2013 Fall Asphalt Conference. This year’s 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 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 2013 were: Rehabilitation of the Blue Ridge Parkway by **B&S Contracting** and Luray Caverns Airport by **Chemung Contracting**.

The winner was **B&S Contracting** for their work on the Blue Ridge Parkway. This project included minimal patching of the existing pavement, full-depth reclamation of the existing pavement, placement of a 1.5” SM-9.5A base mix and a final 1.5” SM-9.5A surface mix. Both mixes were subject to FHWA acceptance criteria and **B&S** received a bonus for mix quality and consistency. All the work on the parkway had to be done during the week due to tourist traffic.

The Commercial Pav-

ing award is for those projects typically done for a private entity such as malls and shopping centers. The two finalist for this award were: Insurance Institute for Highway Safety testing facility by **S.L. Williamson**, and the overlay of Edinburgh Drive by **Branscome, Inc.**

The winner for the Commercial Paving Award was **S.L. Williamson** for their work at the IHS test facility. The project included the repair of cracked and damaged pavement as well as the overlay of the facility. Variable depth overlays were required using IM-19.0A and SM-9.5A.

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 2013 award were: Commander Shepard Boulevard Extension completed for the City of Hampton by **Branscome, Inc.**, and Newbys Bridge Road and Jacobs Road Intersection in Chesterfield County by **Colony Construction**.

The 2013 Municipal Paving Award Winner went to **Colony Construction**. Completed for the County of Chesterfield, the project’s scope included the reconstruction and intersection improvements. Colony placed an aggregate subbase, asphalt base, intermediate and surface layers.

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

Continued on page 8

## “Virginia Best” Asphalt Paving Award Winners (Continued from page 6)



Green Winner  
Branscome Paving Company - Prince William County Park & Ride,  
Prince William

phalt technologies, higher percentages of recycled material (RAP/RAS), waste materials, cold recycled base and porous asphalt structures. This year the two finalist were: SR 234 Parking & Ride Lot by **Branscome Paving, Inc.** and the City of Hampton Resurfacing Schedule by **Branscome, Inc.**

The second annual winner of the “Green” Paving award went to **Branscome Paving, Inc.** for their construction of the porous asphalt parking lot at SR 234 and I-66. This was the first porous asphalt parking lot constructed by VDOT using specifications developing jointly between

VDOT and the VAA. Being a demonstration project, VDOT wanted to determine the constructability of these pavement structures and the short and long term maintenance requirements. VCTIR will be monitoring the permeability of the porous asphalt over time as well as any maintenance needs.

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 2013. Nominations for the 2014 awards will be accepted in summer of 2015.

category was established in 2013 to recognize those paving projects that use environmentally friendly materials and practices. Projects in this category would use warm mix as-

### VAA Environmental Workshop

The Virginia Asphalt Association will be hosting an Environmental Workshop, for members, on December 9, 2014 at the Four Points Sheraton Airport Hotel. Don't miss the opportunity to receive all the latest environmental updates and industry changes. All registration information can be found on our website at [www.vaasphalt.org](http://www.vaasphalt.org)



### Asphalt Specialty Mix Design Workshop



In February 2015, the Virginia Asphalt Association will be hosting an Advanced Asphalt Mix Design Workshop for VAA Producer Members and VDOT employees. The focus of the workshop will be on the design and production of various specialty mixes used in Virginia. These mixes include Stone Matrix Asphalt, Porous Friction Course, Porous Asphalt and High-RAP and RAS Asphalt Mixes. With the increased use of these materials in Virginia, it is imperative mix designers have the knowledge

to design and ensure successful production of these mixes.

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 February 5, 2015 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.

## The Club at Viniterra Hosts VAA Asphalt Classic

The annual Virginia Asphalt Association's Asphalt Classic was held at The Club at Viniterra on October 8. With over 80 golfers in attendance, the Classic held contests such as longest drive, closest to the pin and longest putt, along with recognizing the First and Second Place Teams. And, of course, the Burgundy Tee and Mulligan cash raffle at the end of the barbecue. Over 1500 dollars raffled back to the players! The tournament included a boxed lunch and barbeque dinner along with complimentary beverage carts during the round.

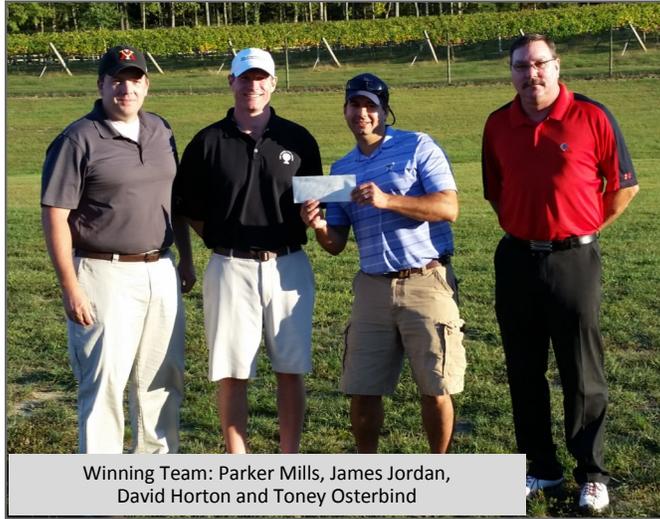
**First Place Team:** Toney Osterbind, Branscome Richmond; James Jordan, Martin Marietta; Parker Mills, Branscome Inc; David Horton, Virginia Paving.

**2<sup>nd</sup> Place Team:** All from Branscome Paving Company: Jamie Bowman, David Branscome Jr, Steve Pearson and Greg Webb

**Closest To PIN:** Morgan Ramsey, VDOT

**Longest Drive:** Ken Arthur, Boxley

**Longest Putt:** J T Talley, Landsaver Environmental



Winning Team: Parker Mills, James Jordan, David Horton and Toney Osterbind

Thanks to all our sponsors for helping to make such a successful tournament! *American Paving Fabrics, Inc.; Asphalt Emulsion, Inc.; Associated Asphalt, Inc.; Astec, Inc.; B & S Contracting, Inc.; Blakemore Construction Corp.; Boxley; Branscome, Inc.; Branscome Paving Company; Colony Construction, Inc.; FCC Environmental LLC; Lee Hy Paving Corp.; Martin Marietta Aggregates; MWV- Evotherm; Papco, Inc.; Richmond Machinery & Equipment, Inc.; Slurry Pavers, Inc.; Superior Paving Corp.; Virginia Paving Company and S.L. Williamson Co., Inc.*

Special thanks to *Blakemore Construction Corp* for surprising us with a sponsored gift card to raffle at the end of the tournament.

The next VAA Asphalt Classic will be held at Viniterra on October 7, 2015. Start putting together your winning team today!

## Friends Lost

The VAA and its membership would like to extend our condolences to the families of Mr. Claude Daniels of Lee Hy Paving and Mr. Dick Reese of Vulcan Materials Company. Both Claude and Dick lost their wives this past Summer.

Mrs. Daniels passed away on August 21st at the age of 86. If you would like to make a contribution in her memory, please send donations to Mechanicsville Baptist Church.

Mrs. Reese passed away on September 12 after a fight with lung cancer. A memorial service was held on September 20 at Salisbury Presbyterian Church.

## Mark Your Calendar

- ◆ **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 25-29, 2015  
Marco Island, FL
- ◆ **QAW**  
February 10-12, 2015  
Morgantown, WV
- ◆ **Asphalt Specialty Mix Design Workshop**  
February 5, 2015  
Richmond, VA.
- ◆ **NCAT Track Conference**  
March 3-5, 2015  
Auburn, AL
- ◆ **AAPT**  
March 8-11, 2015  
Portland, OR
- ◆ **World of Asphalt**  
March 17-19, 2015  
Baltimore, MD



Contest Winners: Ken Arthur, Morgan Ramsey and J.T. Talley

# The Back Page

## Thinlay Open House

VDOT's Fredericksburg District hosted an open house on Sep-



Photo Courtesy of VDOT

tember 23rd to showcase their SM-4.75 or Thinlay projects. The Thinlay produced and placed by Superior Paving went in three large subdivisions. The open house was led by Mr. Gary Murphy, Fredericksburg District Pavement Manager, and Mr. Sean Nelson Fredericksburg Residency Administrator. Mr. Murphy presented the reasons for using the Thinlay and the other new approaches being used in the district to improve the pavement ratings. Other presentations were made by Mr. Trenton Clark. VAA, on the development and history of Thinlay in Virginia; Mr. Tom Eckler, Superior Paving, spoke about the production and placement of the Thinlay; and Mr. Dickie Maddox and Mr. Danny Poole, Superior Paving, covered the mix design aspects. Once the presentations were completed, attendees could tour the plant during the mix production, review and ask questions in the mix testing lab, and visit the site while material was being laid.

Overall the open house was a success. More than 30 people from VDOT and industry attended. Superior Paving provided hot dogs, chips and drinks for the attendees prior to visiting the project site.

## High Polymer Modified Binder

The condition of the VDOT secondary and subdivision pavements in Northern Virginia are the worst in the state. Many of the subdivisions were built more than 20 years ago and are in need of major repair. However, the needs greatly outpace the funding available. Therefore, VDOT is trying new approaches to repair the pavements. One such approach is the use of a highly

-polymer modified (HiPM) binder in a SM-9.5 mixture. Successfully used on the NCAT Test Track and elsewhere in the country, NOVA District placed the first application in Virginia. The subdivision in Ashburn compared VDOT's conventional approach to milling and inlay using SM-9.5A with SM-9.5 HiPM. The project was performed by Superior Paving; the liquid asphalt binder was supplied by Associated Asphalt; Krayton Polymers supplied the polymer mixture to

Associated.

Over the coming months, materials retrieved during construction will be tested in the VCTIR lab in Charlottesville. Additionally, the pavement condition will be monitored over time to see if there is a difference in performance between the standard mix and the experimental mix. In 2015, more sections of asphalt with HiPM will be placed in Northern Virginia over composite pavement.

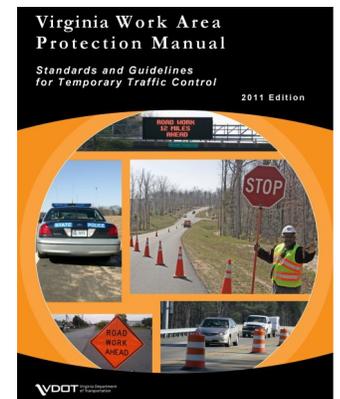
## Traffic Engineering News

On September 5, the VAA received the following notice from Mr. Don Silies, VDOT Director of Contracts, regarding Truck Mounted Attenuator (TMA) rear sign panels:

*"When the new Road & Bridge spec. book is released in the near future, one of the changes will be to allow the reflective panels on TMAs to be either Black on Orange, or Black on Yellow. The Department has decided to allow either color now, since the standard industry*

*color for stripes on the back of TMA's is Black on Yellow stripes and contractors have to restripe the backs to meet VDOT only requirements. The 2011 VA Work Area Protection Manual is being updated to reflect this change. The District staffs have been informed to allow either color."*

In addition to the TMA rear panel update, Mr. Ben Cottrell—Traffic and Safety Researcher at VCTIR, would like to thank all those companies who responded to the TMA Crash Survey. VDOT takes work zone safety seriously and this research will



be used to help improve those work zones.

VDOT is in the process of updating the 2011 Virginia Work Area Protection Manual. The changes are a result of modifications to Part 6 of the MUTCD, clarifications needed to the 2011 protection manual, and new details requested by VDOT field staff. The VAA is collecting comments and will provide feedback to VDOT by the October 30, 2014 deadline. If you would like to make any comments, contact Trenton Clark at [tclark@vaasphalt.com](mailto:tclark@vaasphalt.com).

