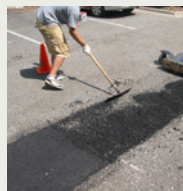


Spring 2009

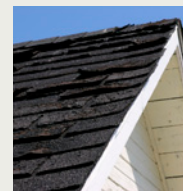
Inside this issue:



REAUTHORIZATION:
TAKE ACTION (BEFORE
CONGRESS DOES)
page 2



HIGH-IMPACT
ASPHALT FIXES
page 4



MORE
RECYCLING
IN WisDOT
SPECS
page 6

WISCONSIN ASPHALT NEWS

Serving the Hot Mix Asphalt Industry

Table of Contents

- Making the Most of Funding Opportunities 1
- Focus on Funding 2
- Featured Member: H.G. Meigs 3
- Smart Spending for Existing Pavements . . 4
- Comparing HMA and PCC Pavement Designs 5
- WisDOT Specification Updates 6
- Member News 7

Calendar of Events

April 1 Rice Lake, Wis.
WAPA Regional Seminar, sponsored by Monarch Paving Company

April 2 Kimberly, Wis.
WAPA Regional Seminar, sponsored by Northeast Asphalt

April 15 Marathon City, Wis.
WAPA Regional Seminar, sponsored by American Asphalt of Wisconsin

April 16 Ashland, Wis.
WAPA Regional Seminar, sponsored by Northwoods Paving

WAPA's visits with WisDOT Regional Offices

- April 13 Southwest Region
- April 22 North Central Region
- April 30 Northeast Region
- May 8 Southeast Region
- Mid-May (TBD) Northwest Region

May 6-8 West Bend, Wis.
American Public Works Association (APWA)
Wisconsin Chapter 2009 Spring Conference

June 8-10 Wisconsin Dells, Wis.
Wisconsin County Highway Association
(WCHA) 2009 Annual Conference

Dec. 1-2 Middleton, Wis.
WAPA Annual Conference

THE FUNDING ISSUE

Making the Most of Funding Opportunities

These are heady times for funding asphalt projects. The American Recovery and Reinvestment Act made billions of dollars available for shovel-ready road projects nationwide, and with the stimulus package arrived questions of where, exactly, all this money will go. On top of these uncertainties, the current federal highway funding bill, SAFETEA-LU, will expire at the end of September. The need for sustained or increased funding levels in the next six-year funding cycle is great, especially given the recent spotlight on the need to improve transportation infrastructure.

To help bring clarity amid the confusion, WAPA has dedicated this issue of Wisconsin Asphalt News to funding. On



page 2, "Focus on Funding" summarizes what you need to know about reauthorization, the stimulus package, and related Wisconsin rules and guidelines. On page 4 we provide guidance on making smart spending decisions. We highlight rehabilitation and maintenance treatments that can have an immediate and positive impact for motorists. This information will be useful for all municipalities and counties in the state, whether or not they are expecting stimulus dollars.

WAPA hopes these stories, along with resources available on our Web site at wispave.org, will help our members and their customers continue to provide the public with high-quality, reliable pavements at the right price. ■



A sign of the future? This issue covers what you need to know about funding asphalt projects.

News to Use Today

Focus on Funding

Bl**ink.** Did you miss the project submission process for local economic recovery projects in Wisconsin?

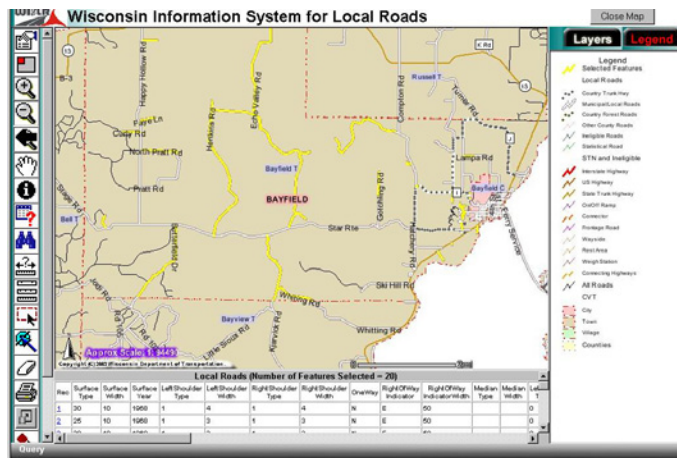
The WisDOT Web site describes the two-phase process used to select local economic recovery projects in the state (see dot.wisconsin.gov/projects/recovery/local.htm). As part of the mandate to quickly identify projects and begin construction, applications for the first phase were due just a day after the American Recovery and Reinvestment Act was signed into law. Applications for the second phase were due April 8. While many counties and communities will benefit from economic recovery funding, a great many more will not. Eligibility rules, tight deadlines, and demand for funding simply

exceeding supply have left many parts of the state out in the cold.

Work to be done on reauthorization

While the work to secure economic recovery projects is behind us, another challenge—and possibly a more important one—is facing Wisconsin and the nation: reauthorization of federal highway funding. The current funding act, SAFETEA-LU, is scheduled to expire at the end of September. The weeks and months ahead are when lawmakers will be deliberating over funding levels for the next multi-year highway act.

Public perception of the economic recovery act may end up hindering efforts to secure necessary funding levels in reauthorization. After all (or so the logic goes), didn't



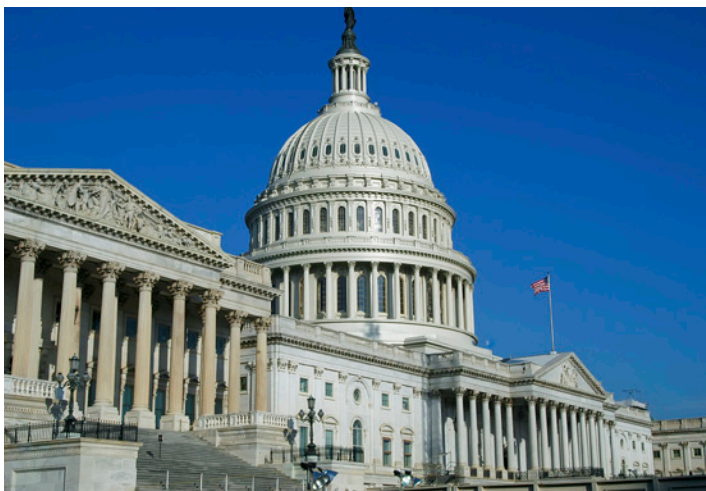
WISLR is a powerful online tool that not only helps users meet state reporting requirements for pavements, but also provides graphic tools to analyze data and identify trends. (Images courtesy of WisDOT)

the economic recovery highway needs? While this is patently contrary to fact, it's easy to see how a casual observer might get this impression.

Compound this with the uncertainty surrounding the Highway Trust Fund's solvency, and it becomes clear that sustained or increased federal highway funding is an absolute must. In its *Recommendations to the U.S. Congress on the Future of the Federal-aid Highway Program* (fs1.hotmix.org/jay/sr197r.pdf), the National Asphalt Pavement Association recommends that Congress “substantially increase federal funding for rehabilitation and replacement of highways

and bridges on the Federal-aid Highway System.” Given proper funding, NAPA says, “the asphalt industry can meet the public’s demand for safe, efficient, environmentally friendly, durable, and sustainable pavements.”

We join NAPA in urging asphalt stakeholders in Wisconsin to make their voices heard. NAPA has set up an advocacy site (legislative.hotmix.org) that includes contact information for representatives in Congress as well as the guidance document *Roadmap to Reauthorization: Your Guide to Influencing the Next Highway Bill* (fs1.hotmix.org/jay/sr196.pdf). Now is the time to act.



Congress will tackle the reauthorization of federal-aid highway funding later this year. Make your voice heard.

Making the most of WISLR

Just as important as securing future funding is making sure that procedures are followed to protect funding that's already available. Local governments in Wisconsin are required by statute to report the condition of roads under their jurisdiction to WisDOT. To meet state requirements, counties and municipalities are reminded to make use of the Wisconsin Information System for Local Roads. The Web-based WISLR program is a statewide hub for recording local road information, such as width, surface type, surface year, shoulder, curb, road category, functional classification and pavement condition ratings.

But WISLR is more than a data collection system. Local governments and WisDOT alike also use the system to manage local road data to improve decision making. WISLR combines local road data with interactive mapping, which allows users to display their data in tables, on maps, or both. With this information, users can more easily identify performance trends and make educated operational decisions.

For guidance on using WISLR, see the WisDOT Web site at dot.wisconsin.gov/localgov/wislr. ■

Featured Member: H.G. Meigs

www.hgmeigs.com



H.G. Meigs President Dan Drew with just some of the many emulsifiers and additives used in the company's test lab and production facilities.

PRIMARY BUSINESSES: *Asphalt emulsion production, supply and application; asphalt binder supply; lab testing and certification; emulsion delivery*

EMPLOYEES: 85

LOCATIONS: *Headquarters in Portage, with additional terminals in Eau Claire and Abbotsford*

DOING BUSINESS WITH: *56 Wisconsin counties, as well as municipalities, contractors and customers in Wisconsin and other Midwestern states*

Why emulsions?

As described in the story on page 4, emulsions are used to create chip seals and similar lower-cost, high-impact road treatments. H.G. Meigs president Dan Drew says, "Since emulsions are cooler than hot mix binder, chip seals have a reduced energy impact. Chip seals also help extend road life and delay the need for reconstruction. Highway agencies and road owners are increasingly interested in greener solutions and preservation techniques, and as a result, the use of chip seals is on the rise."

State-of-the-art testing

H.G. Meigs' nationally accredited Asphalt Technologies Group performs laboratory testing of performance graded binders, modified asphalts, cutback, emulsions and aggregates. The unit serves customers across Wisconsin and the country.

Part of the future

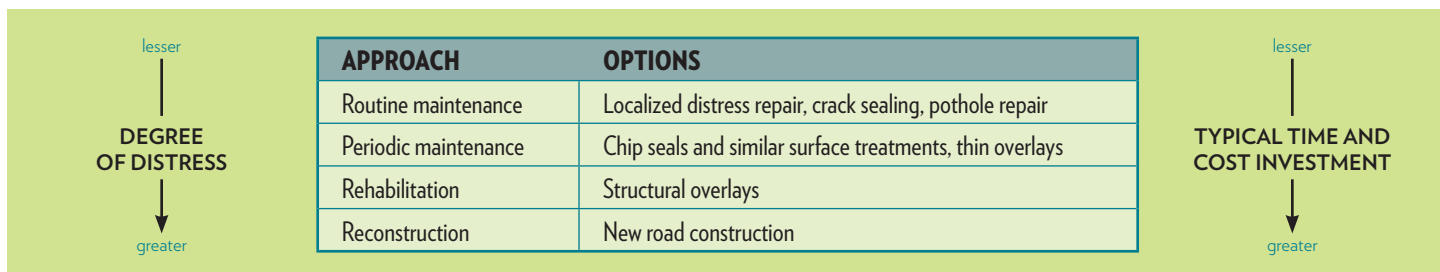
H.G. Meigs supplies materials to the University of Wisconsin–Madison's Department of Civil and Environmental Engineering to support research there to develop improved performance-based tests for emulsions.

Did you know...

H.G. Meigs is the only Wisconsin-owned emulsion manufacturer in the state. It's also the only one with its own private truck delivery service, Meigs Trucking. Since timing of deliveries is important for H.G. Meigs' customers, that's a key part of the company's operations. ■

Smart Spending for Existing Pavements

Whether or not a county or municipality is expecting stimulus funding, the need to provide quality pavements and serve the public is as great as ever. While reconstruction is sometimes necessary to handle a pavement in complete disrepair, we'd like to highlight several other maintenance and rehabilitation techniques.



These maintenance and rehabilitation options include good ways to improve driving surfaces for a relatively small investment. Some are costlier than others, but when used strategically, they are well worth the added pavement life they offer. WAPA member companies can provide services for the range of approaches described here. To get connected with a vendor, call WAPA for more information.

Routine maintenance

Pavement distress is a problem that usually accelerates without attention, so don't let small distresses spiral out of control. Wisconsin's harsh winters and freeze-thaw cycles are major contributors to the onset of pavement damage. Routine seasonal maintenance is not

very costly and ensures a much longer pavement life. At the same time, **repairs to cracks, potholes** and other **local distresses** are highly visible to the public and have an immediate and positive impact on travelers.

Periodic maintenance

For larger-scale maintenance,

the periodic application of **chip seals** or **slurry seals** is a low-cost option. By laying down aggregate on a thin layer of emulsified asphalt and then rolling it smooth, road operators can enjoy the benefits of an added wearing layer. This can tide over a pavement until a structural enhancement can be applied.

Thin overlays are an example of a treatment that adds structural capacity to a pavement—an advantage over chip seals—and this means restored ride and extended pavement life. These HMA layers are constructed over existing pavements using conventional paving equipment. Overlays may be as little as half an inch thick; such **“ultra-thin” overlays** are being

implemented with great success in Wisconsin and throughout the Midwest, including Michigan and Ohio. Many WAPA member companies are able to apply ultrathin overlays.

Mathy Construction's Erv Dukatz describes some of the benefits of thin overlays: “Overlays, even thin and ultrathin ones, provide a structural benefit to the pavement,” he says. “To the public, it looks like a new road, with the same look and feel of a newly constructed asphalt pavement.” Dukatz stresses, though, that ultrathin overlays are a preservation tool for pavements that are beginning to deteriorate. They are not intended to be a low-cost method for rehabilitating badly deteriorated pavements.



Prevent a small problem from becoming a big one. (Image courtesy of Asphalt Reheat Systems, LLC)

Dukatzen describes another benefit of ultrathin overlays: “Because ultrathin mixes are laid thinner than regular overlays, one truckload of material will cover more pavement and provide a very consistent layer over a long distance.” Ideally, Dukatzen adds, local distresses should be repaired prior to overlay treatments for best results.

Rehabilitation

Eventually it will become necessary to rehabilitate a pavement by milling worn surfaces and laying thicker overlays (or when a pavement is completely beyond repair, by reconstructing it completely). Major rehabilitation efforts come with a heftier price tag per lane mile, but they are a necessary part of managing a pavement over its lifetime.

Even with a limited budget, it will sometimes be the right decision to perform major rehabilitation work on shorter stretches of pavement rather than low-cost maintenance over longer stretches. By employing long-term strategies that incorporate both rehabilitation and maintenance, road owners can help protect their infrastructure investment and ensure many years of smooth, safe HMA pavement. ■



Overlays can be very thin and still add structural support and years to a pavement’s life. (Image courtesy of APAM)

APPLES TO APPLES

Comparing HMA and PCC Pavement Designs

For agencies and owners facing new pavement construction or reconstruction, the selection of portland cement concrete over hot mix asphalt is often due to the perception that PCC pavements are inherently more durable. WAPA and the asphalt community have had just about enough of the assumption that PCC is the longer-lasting pavement. In fact, its perceived durability is due largely to PCC slabs historically being laid thicker than designed, thus giving a false impression of performance.

WAPA has created a simple but compelling tool to help pavement designers make rational, informed decisions on pavement type selection based on expected traffic and underlying soil conditions. Assuming an identical pavement fatigue life of 20 years, WAPA has developed graphs for various soil conditions (the graph at right compares pavement designs for “good” underlying soil). The user can follow these three steps to determine comparable pavement designs:

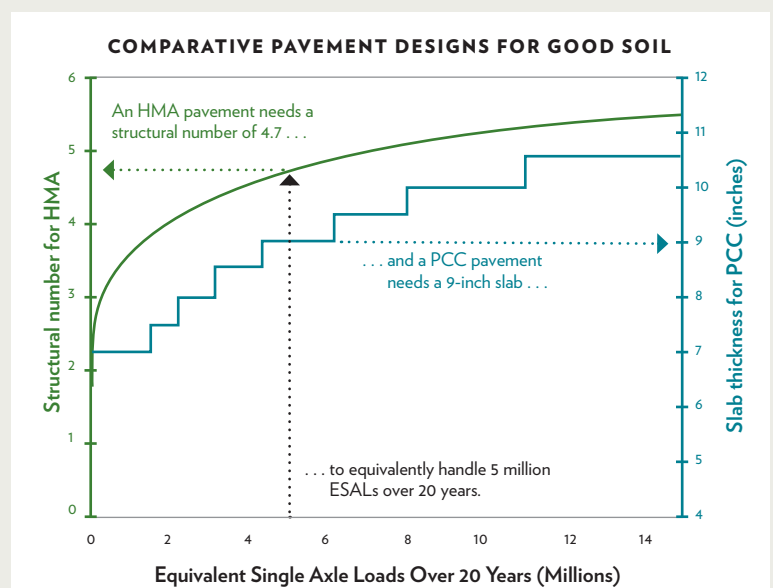
1. Select the expected amount of traffic over 20 years along the bottom axis of the graph (in our example, 5 million equivalent single axle loads).
2. Trace a line upward to its intersection with either the green curve (HMA) or the blue curve (PCC).
3. The left axis shows the required structural number for an HMA design (in our example, 4.7, which translates to 6 inches of asphalt on a 15-inch base course for a traditional pavement, or 8 ¾ inches of asphalt on a 6-inch base course for a long-life

pavement). The right axis shows the required slab thickness for a comparable PCC design (in our example, a 9-inch concrete slab on a 6-inch base course).

As project alternatives are weighed further—based on costs, materials and other considerations—the pavement owner can be assured that from a service life perspective, an HMA pavement will be up to the task.

Check WAPA’s Web site in the coming weeks for a Technical Bulletin on this topic. It will provide greater detail on this analytical approach and the features of the graph below. It will also include pavement design guidance for a range of soil types.

For immediate assistance on this design approach, please contact WAPA. ■



For life and durability, there’s an HMA pavement that can perform to your design requirements.

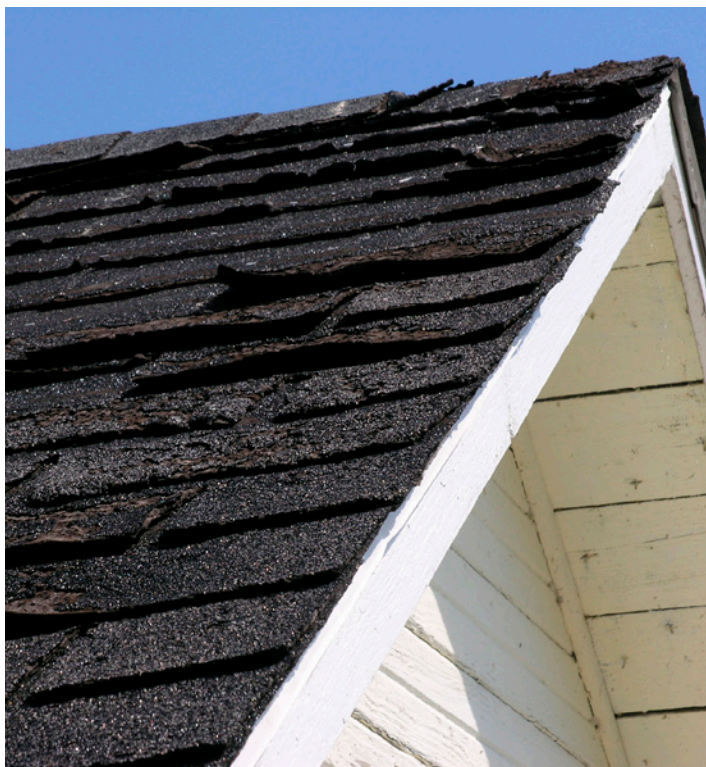
NEWS IN BRIEF

WisDOT

Specification Updates

WisDOT staff spent the winter months working on several construction specifications. The first of these was the development of a new item: **recycled asphaltic materials**. The RAM spec addresses “high recycled asphalt pavement content” mixes and recycled asphaltic shingle use (for more on these technologies, see the story in the Fall 2008 issue of **Wisconsin Asphalt News**, available on our Web site). This specification becomes effective with WisDOT’s April 2009 project letting.

Two additional specifications are still under revision and are expected to become effective this summer. Changes to both the **ride** and **nuclear density** specifications are related to WisDOT’s Quality Management Program testing. The revisions to the ride specification will expand its use to include pavement sections with posted speed limits less than 45 mph. The nuclear density specification will adopt aspects of a pilot specification used on multiple projects in 2008. It will provide a better distribution of density readings to help ensure a more uniform density across the entire pavement surface. ■



Discarded asphalt shingles can find new life when recycled into pavements. Learn more in WisDOT’s new recycled asphaltic materials specification.



Mission

Promote quality hot mix asphalt pavements which are safe, efficient and in the best interest of the customer.

Vision

Professionals dedicated to making HMA the customer’s preferred choice in pavement solutions through innovation, education and exceptional service.

Values

- * STEWARDSHIP
- * EXCELLENCE
- * INNOVATION
- * PROFESSIONALISM
- * ACCOUNTABILITY

Contact Us!

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E-mail: scot@wispave.org

Web site: www.wispave.org

National Recognition for WAPA Members

During its annual conference in January, the National Asphalt Pavement Association honored WAPA members with three awards. WAPA congratulates all of the winners on a job well done.

Northeast Asphalt

Quality in Construction, General Paving
For Highway 139 in Long Lake, Wisconsin.

Payne & Dolan

Traffic Control Trailer

For using control devices that allow crews to better organize the traffic signs and cones needed on paving job sites and that offer protection for workers setting up and removing signs.

Payne & Dolan

Outstanding Brochure

For an eight-page brochure titled “Environmentally Sustainable, Economically Viable Pavements.” ■

New HQ for Chicago Testing Laboratory

WAPA member Chicago Testing Laboratory opened a new facility in Warrenville, Illinois, to add to its existing locations in Thornton, Elk Grove and McHenry, Illinois. The Warrenville location will serve as CTL’s new corporate headquarters, central laboratory and training facility. ■



CTL’s new headquarters.

WAPA’s Associate Members

ALLIED BLACKTOP CORP.	LAFARGE NORTH AMERICA
ANTIGO CONSTRUCTION	MEIGS TRUCKING
AON RISK SERVICES	MIDWEST ENGINEERING SERVICES
ARING EQUIPMENT COMPANY	MILESTONE MATERIALS
ASPHALT REHEAT SYSTEMS	MILLER, BRADFORD & RISBERG
ASPHALT TECHNOLOGIES GROUP	MOTION ENGINEERING
J&J BAUMHARDT TRUCKING	MSA PROFESSIONAL SERVICES
BAXTER & WOODMAN, INC.	MUNSON INC.
BECHER-HOPPE ASSOCIATES	NORTRAX EQUIPMENT
BONESTROO	OMNI ASSOCIATES
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CHICAGO TESTING LABORATORY	ROADTEC
CICCHINI ASPHALT PAVING	ROLAND MACHINERY
DILLMAN EQUIPMENT	RS USED OIL SERVICES
EARTH TECH	S.T.A.T.E. TESTING, L.L.C.
ENVIRONMENTAL TECHNOLOGY AND ENGINEERING	TERRA SERVICES
FABCO EQUIPMENT COMPANY	THREE RIVERS CONSTRUCTION
FAHRNER ASPHALT SEALERS	TROXLER ELECTRONIC LABS
GENCOR INDUSTRIES	VIRCHOW, KRAUSE & CO.
GRAEF, ANHALT & SCHLOEMER	VOLVO CONSTRUCTION EQUIPMENT AND SERVICES
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HTIF	W.K. CONSTRUCTION
INSPEC	WEM AUTOMATION
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WAPA Producer Members

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B.R. AMON & SONS

FRANK BROTHERS INC.

D.L. GASSER CONSTRUCTION
COMPANY

IVERSON CONSTRUCTION

MATHY CONSTRUCTION COMPANY

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MONARCH PAVING COMPANY

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RC PAVERS, LLC

ROCK ROAD COMPANIES, INC.

SCOTT CONSTRUCTION, INC.

SENN BLACKTOP, INC.

SHERWIN INDUSTRIES, INC.

TOWER ASPHALT, INC.

TRI COUNTY PAVING, INC.

WAPA Liquid Asphalt Supplier Members

BP GLOBAL BITUMEN

FLINT HILLS RESOURCES

HENRY G. MEIGS

MURPHY OIL USA, INC.

SENECA PETROLEUM COMPANY, INC.

Hot Mix Asphalt

The pavement solution
that is...

- Cost-effective
- Smooth
- Quiet
- Safe
- Perpetual
- Versatile
- Environmentally friendly