

PAVINGtheWAY

A PUBLICATION OF THE PLANTMIX ASPHALT INDUSTRY OF KENTUCKY AND THE KENTUCKY ASPHALT PAVEMENT ALLIANCE

Keeneland Polytrack Performs Perfectly

The new Polytrack surface at Keeneland Race Course is a sure bet. The track, put to test when it snowed on opening day and rained during the Toyota Blue Grass Stakes, performed perfectly.

Installed last fall after Sinister Minister won the Blue Grass Stakes, it was a welcome change for a racing surface that had become outdated. The National Thoroughbred Racing Association said "Keeneland's old main track promoted inside speed to such an extent that horses like Sinister Minister would produce form not seen anywhere else."

Inclement weather creates problems for racetracks, which include increased likelihood of horse and rider injuries, delays and cancellations.

Polytrack sub layers are porous, allowing for rain water to drain vertically into a specialized drainage system. Traditional racetracks cause water to drain horizontally which can cause a washout.



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Versatility of Asphalt



Maybe you looked at it, but didn't see it. Maybe you walked on it, but didn't know it. Typically, you only notice asphalt while driving in your car because of its smooth, quiet ride. But asphalt is used in an increasing number of projects that you can appreciate not only in your car, but on foot, by bike, at work or at play.

Hot mix asphalt (HMA) pavements are a wonderfully versatile material. For roadways, HMA can be engineered to handle any traffic load, can be used on different soils and materials, and can be recycled. The pavement itself can be engineered to meet different needs such as reduced splash and spray in wet conditions, reduced noise, increased durability and skid resistance. Not only is it an incredible product, but it can also be placed quickly to return drivers to roads with little inconvenience. It is not uncommon to mill and resurface a road at night and finish before rush hour the next morning.

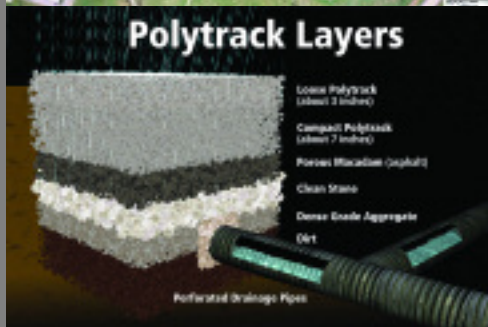
HMA is popular for residential needs like subdivision roads and driveways. It is attractive, flexible with subgrade movements and quickly finished. Asphalt can even

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Keeneland (continued)

Polytrack pleases owners and trainers because it allows horses to recuperate more quickly. Statistics show it is easier on the horse's joints and legs, provides secure footing and still has enough "give" so the horse performs at its peak. Faster turn-around means more horses can be put in a race, which means more money can be made. Trainers say its consistent surface makes the horses happier and lets them train during the winter when traditional tracks are typically closed.

The top layer of Polytrack is made of silica sand, carpet fibers and recycled materials. This material is coated in wax that allows water to infiltrate. The sub layers include porous Hot-Mix Asphalt and aggregates.

Keeneland was the third racetrack in North America to install Polytrack behind Turfway Park in Florence, and Woodbine in Toronto, Ontario. (Since Keeneland was reconstructed, several other tracks have utilized Polytrack).

Versatility (continued)

be sealed against uneven edges like stones, molded to create exciting shapes, and can be coated in a variety of colors.

The quick construction of HMA pavements caught the attention of contractors who needed to build roads for a different vehicle: jets. Not only is HMA smoother than jointed concrete, asphalt runways are cheaper to repair and resurface. Closed runways cost airports a lot of money, but because HMA requires no curing time, the runways can be resurfaced during off-peak hours and are ready for takeoff in the morning.

In addition, asphalt enjoys increased recreational use. Asphalt is popular in the construction of bike and golf cart paths because its smooth surface allows for a comfortable, quiet ride. It is eco-friendly, as it can be placed in forests and other natural areas with minimal disturbance; it blends in with the environment and can settle with the subgrade.

HMA is also used for play grounds, running tracks, walking trails, tennis and basketball courts, and dog, horse and vehicle racetracks.

Impermeable HMA is a solution to water storage, flood control, erosion and conservation problems around the world. In the U.S.,

the EPA approves asphalt as a liner for reservoirs, retention ponds, hazardous or sanitary landfills, fish hatcheries, sea walls and dikes. In Oregon and Washington, more than 35 fish hatcheries use HMA pond liners sealed with an asphalt emulsion to prevent bacterial growth. More than 20 HMA water reservoirs dot the state of California.

ASPHALT USES

- City Street Rehabilitation
- Downtown Revitalization Projects
- Drag-racing Tracks
- Bicycle Paths
- Waste Site Capping and Environmental Liners
- Airport Runways
- Driveways
- Subdivision Paving

Five Kentucky Hot-Mix Asphalt Paving Projects Win NAPA Awards

Five Kentucky companies took top honors recently in a construction competition sponsored by the National Asphalt Paving Association (NAPA). Recipients of the 2006 Quality in Construction Award for Excellence in Construction of an Asphalt Pavement were announced at NAPA's 52nd Annual convention in San Francisco, California. The following companies were honored.

**Hinkle Contracting Corp.
Paris, Ky.**

I-64 Rehabilitation, Rowan County



Hinkle Contracting Corp. of Paris, Ky., rehabilitated 6.5 miles of worn concrete pavement on I-64 in Rowan County. Using a material transfer vehicle during paving to keep the mix quality high during laydown, the company also repaired the dips in the road with asphalt leveling and wedging.

**Mountain Enterprises Inc.
Lexington, Ky.**

I-64, Carter County



Mountain Enterprises Inc. of Lexington, Ky., rehabilitated 9.47 miles of I-64 in Carter County. The company mitigated 750,000 cubic yards of rock fall and performed major work on two sets of bridges. They achieved a smooth ride with the highest rideability number attained on any project in Kentucky.

**Rogers Group Inc.
Hopkinsville, Ky.**

Resurface of Campbell Army Airfield Runway 523



Rogers Group Inc. of Hopkinsville, Ky., resurfaced the Campbell Army Airfield Runway 523. The group milled the existing runway and resurfaced it in 16 days using a 20-foot wide paver to minimize joints on the surface layer. The project, featured in Paving the Way, August 2006, exceeded stringent military specifications for smoothness.

**Scotty's Contracting & Stone, LLC
Bowling Green, Ky.**

Interstate 65 Widening & Rehabilitation



Scotty's Contracting & Stone, LLC of Bowling Green, Ky., widened and rehabilitated 5.8 miles of I-65 in Bowling Green. The old four-lane interstate was increased to six- and eight-lanes by rubblizing the existing concrete pavement and creating a 14-inch structural overlay. The project was completed ahead of schedule and earned bonuses for HMA mix quality and road rideability.

**Gohmann Asphalt & Construction Inc.
Clarksville, Ind.**

I-71, Jefferson & Oldham Counties



Gohmann Asphalt & Construction Inc. of Clarksville, Ind., milled and overlaid 19 miles of I-71 in Jefferson and Oldham Counties. The company was required to work and close lanes only at night and yet achieved an exceptionally smooth HMA pavement.

NAPA is the only trade association to represent exclusively the Hot Mix Asphalt producer and paving contractor to Congress, government agencies, and other national trade and business organizations. Founded in 1955, the association has more than 1,100 member companies.

Two-Time PAIKY President Receives UK CE Lifetime Achievement Award



William "Bill" Cress received the Construction Management Founders Society "Lifetime Achievement Award" during the University of

Kentucky's annual Civil Engineering Awards Ceremony held recently.

The Lifetime Achievement Award recognizes individuals for significant contributions and accomplishments in the construction industry. The award, presented by the CMFS and the Department of Civil Engineering, serves to encourage outstanding achievements by those in the construction industry.

Cress, from Clay City, Ky., enrolled in UK in 1959 on a Highway Scholarship. After college he worked for the Department of Highways in Campton, the Division of Materials in Frankfort, and served as District Materials Engineer in the Jackson District Office for five years as he obtained his Professional Engineer's License.

In 1972, Cress became Assistant Paving Division Manager with Hinkle Contracting Corporation. He was promoted to Division Manager, Vice President and ultimately to his current position as Executive VP.

Cress served as president of PAIKY in 1994 and 2001. He was also the chair of the KY Crushed Stone Association and the KY

Association of Highway Contractors.

Cress currently oversees Hinkle's 15 asphalt plants and paving activities. His supervision of the rehabilitation of sections of I-64 in Rowan County recently won a NAPA Quality Award. He is also Executive VP of Kentucky Hauling, Inc., and President of Ohio Valley Asphalt, LLC.

Cress is active in his community and has served on the Board of Directors of Clark Regional Medical Center, the Stanton Airport Board, Powell County Jaycees, Lions Club, Education Foundation and Beechfork Golf Club, among others.

Bill is married to his high school sweetheart Donna Sue Tipton. They have one daughter and two grandchildren.

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