

PAVING *the* WAY

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

PAIKY Timeline

1938

In 1938, PAIKY was formed as producers of plantmixed asphalt struggled to gain an equitable share of the road market in the United States.

1941

The Kentucky highway department awarded 93,000 tons of hot mix.

1954

Thirty-nine hot mix plants served Kentucky. The state highway department awarded 919,000 tons.

1957

Average unit prices were:
 Black Base: \$6.55 ton
 Binder: \$6.56 ton
 Surface: \$7.25 ton
 Total tonnage: 1,447,000

1964

Rural highway funds increased to \$10 million per year, which offered additional market opportunities for PAIKY members. Tonnage was 2.4 million tons.

1979

PAIKY had 34 member companies, 109 batch plants, 12 continuous plants and 2 drum mixers—a grand total of 123 plants—served the state. A 2,400 pound Marshall Stability was specified by the highway department.

1983

A search committee recommended to the Board that Dean Blake be hired as the new association executive director. Blake, the former deputy highway commissioner in West Virginia and the founding executive director of the Flexible

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Asphalt proves itself again on Interstate highways



Asphalt continues to contribute in a positive way to the overall excellent condition of Kentucky roadways, according to the 17th Annual Report on the Performance of State Highway Systems, a study released this year by the Reason Foundation, a national transportation think tank.

The report compared state-controlled highways among all 50 states during 2006.

Kentucky ranked ninth nationally in Interstate road condition, with rural Interstates in Kentucky tying for first place along with 17 other states. A majority—nearly 82 percent—of rural Interstates in Kentucky are paved with hot mix asphalt.

Kentucky's urban Interstates posted a lower score than did rural Interstates, being ranked 14th in road condition nationally. Nearly half of urban Interstates are paved with materials other than asphalt.

"What makes these rankings even more impressive is that Kentucky has been able to build and maintain these roadways in a cost-effective manner," said

Brian K. Wood, P.E., executive director for PAIKY. "Kentucky also ranked ninth nationally in the cost-effectiveness of its state-controlled roadways, spending less per mile than 41 other states."

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Timeline *(continued)*

Pavements Council of West Virginia, was hired on November 14, 1983.

1988

At the time of the 50th Anniversary Celebration, PAIKY had 30 producer members and 13 associate members. The members produced more than 90 percent of the hot mix asphalt sold in Kentucky. One hundred and thirty-four asphalt plants served Kentucky, including 103 batch plants, 9 continuous plants and 22 drum mix plants.

1996

The first Superpave (SUPERiorPERformingAsphaltPAVEments) project in Kentucky was completed in early 1996 on the east-west connector in Frankfort. The Superpave gyratory compactor was introduced. It was also announced that engineering control ventilation systems on asphalt pavers would be required starting on July 1, 1997. Projects in 1997 were required to use an improved rideability specification. The state awarded 5,578,200 total tons.

2008

PAIKY held its Winter Training School early in January and more than 650 contractors, and Cabinet and industry personnel participated in the meeting. Kentucky Transportation Cabinet published the 2008 Standard Specification book, which included many changes. The specifications now require Work Zone Training for contractor employees and require qualified Asphalt Field Technicians on all projects. PAIKY celebrates its 70th year as an association. Established in 1938, the association remains strong and continues to serve as the voice for the asphalt industry in Kentucky. After nearly 25 years of service to the industry association, Dean Blake retired on June 30, 2008. The association recognized him for his many years of dedicated service during its summer meeting.

Asphalt proves itself again *(continued)***KENTUCKY BY THE NUMBERS**

Overall Interstate road condition	9th
Rural Interstate road condition	1st (tied) (82% paved with asphalt)
Urban Interstate road condition	14th (54% paved with asphalt)
Overall cost-effectiveness	9th

The Sustainable Pavement

Who would guess that asphalt pavement is America's most recycled product—more so than soda cans, glass bottles or even newspapers? The U.S. Environmental Protection Agency and the Federal Highway Administration estimate that 90 million tons of asphalt pavement are reclaimed each year and more than 80 percent of that total is recycled. Reclaimed asphalt pavement (RAP) can be recycled over and over again to be made into pavements with a quality as high, or higher than, pavements made of all-virgin materials.

Asphalt never loses its value. In fact, many pavements grow in worth as they age. The continued use and quality of recycled asphalt is good for the American taxpayer and the environment. It saves taxpayers an estimated \$1.8 billion per year and saves hundreds of acres of landfill space every year. Asphalt pavements also save energy because they require about 20 percent less energy to produce and construct than other types of pavement. Not only is recycled asphalt good for the taxpayer and the environment, but it is good for drivers nationwide, too.

Asphalt pavements are faster to construct and rehabilitate than other forms of paving. Using asphalt reduces congestion on roadways across the country, which saves fuel. Asphalt pavements can be repaired during off-peak driving hours or at night without a necessary curing period for the material. This makes for happy drivers and smooth roads.

It is easy to see why asphalt is the environmental pavement of choice. It saves money on taxes, promotes a clean environment, uses less landfill space, conserves energy and reduces road congestion. Asphalt truly is the sustainable pavement.

Dean Blake Retires After 25 Years of Dedication to the Plantmix Asphalt Industry Association of Kentucky

After nearly 25 years of service to the Plantmix Asphalt Industry Association of Kentucky, Dean Blake retired on June 30, 2008. Below is a brief history describing his commitment and service to the industry.

Blake, a native of Charleston, W. Va., has worked in the field since graduating from Virginia Tech with a degree in industrial engineering in 1961. He also played basketball for four years on the varsity team.

As a recent college graduate, Blake worked for the Department of the Navy in Maryland on the Polaris Missile Project. In 1964, Blake began work with the West Virginia Department of Highways (WVDOH) as a management analyst. For 15 years, he dedicated himself to improving efficiencies within the organization and pursued adequate funding for better roads. In 1977, he was promoted to deputy commissioner and also served as the chairman on the Governor's Task Force on Secondary Roads. After years of working with WVDOH, Dean became the founding executive director of the Flexible Pavements Council (FPC) of West Virginia in 1979. The FPC was the first organization of its kind and was devoted to the promotion and improvement of asphalt.

In 1983, Blake joined PAIKY as the executive director to continue his work for a better product, improved quality and an expanded asphalt market. In his role at PAIKY, Blake pursued adequate state and national funding for transportation. Blake has seen many changes in the asphalt industry since his beginning at PAIKY including the

implementation of environmental controls, technological advances and Superpave. He has also been recognized by his peers numerous times and served on multiple boards aiming to improve the asphalt industry.

Throughout his career, Blake has served as the chairman of the State Asphalt Pavement Association Executives (SAPAE), a member of the National Pavement Association Board of Directors (NAPA), a board member for The Road Information Program (TRIP) and chapter president of the American Society of Highway Engineers (ASHE). Currently, he is a member of the Association of Asphalt Paving Technologists (AAPT), the Highway Advancement Task Force, UK's Construction Management Industry Advisory Committee and the Kentuckians for Better Transportation (KBT) Board of Directors. Blake also served as a 25-year member of NAPA's Quality Improvement Committee.

In his free time, Blake coached Little League for his son and daughter's teams, as well as church league basketball. He also taught Sunday school and served on his church's Building Committee. Dean and his wife Judie have two children and six grandchildren.



Asphalt Institute President Peter Grass recognizes Dean Blake at the PAIKY Summer Meeting.



Dean Blake with Harold Mays of the H.G. Mays Corporation.



Thank you Dean Blake for 25 years of dedicated service.

Asphalt gets an A+ in economics

Asphalt has many qualities that drivers appreciate—from its durability and smooth driving surface to its versatility and speed of construction. However, one often overlooked attribute of asphalt is the positive impact the industry has on Kentucky's economy.

Through its investment in employees, products and equipment in Kentucky, the asphalt industry puts an estimated **\$5 billion** annually into the state economy.

The asphalt industry in Kentucky has been established for decades. With investment in all 120 counties, the industry employs more than 2,000 workers during the construction season, plus an additional 1,500 contract truckers.

The asphalt industry's combined payroll and trucking expenses exceed \$120 million each year, while its investment in plant and paving equipment exceeds \$300 million.

Through contracts with the Kentucky Transportation Cabinet as well as city, county and private clients, contractors purchase more than \$350 million in raw materials annually. About 95 percent of the materials used in asphalt come from crushed limestone. This means that most asphalt roadways in the state are paved with Kentucky limestone, which helps local quarries.

In addition to the direct investment into Kentucky's economy, the asphalt product enables Kentuckians to save time and money.

Asphalt provides a smoother driving surface than other materials. Smoother roads save on fuel consumption, a fact that is increasingly important today given current gasoline prices.

As the saying goes, "Time is money." Unlike concrete, asphalt paving can be accomplished at night and on weekends—outside of peak traffic times to minimize the disruptions to motorists.

Keeping jobs, using local products, and paving better roads throughout the state are some of the reasons why asphalt is and should remain the cornerstone of Kentucky's transportation system.

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