

PAVINGtheWAY

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

Opinions Count . . .

The Right Time

When is the right time for state revenue increases? I have been following legislative activities in two states for more than 30 years and one of the most utilized phrases by legislators is "now is not a good time to increase revenues." The reasons range from "bad economy" to "this is an election year" to "I have taken a no-tax pledge" to "I am not hearing any support for action from my constituents." It is a no-brainer to figure out why health care, education, human services, transportation and other state government responsibilities are in such bad shape.

If our tax system does not contain features that allow revenues to keep up with increased costs and inflationary pressures, we will always be short of providing and meeting adequate state government responsibilities.

For the most part, on an individual basis, the legislators in Kentucky are solid, caring, thoughtful, likeable and hard-working people. Somehow the "political process" intervenes resulting in chaotic one-upmanship. I would bet that most would welcome the opportunity to find out the great things that could be accomplished if they all could go through one session working together as a team. A team approach allows and requires different talents and skills to form a winning combination.

Our new Governor, Ernie Fletcher, is right to attempt to cut

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The Evolution of Asphalt

Today, we depend a great deal on the automobile and a sophisticated transportation infrastructure to get us where we want to go, but asphalt has been improving our roads and our way of life throughout history

In ancient times, roads were built from naturally occurring asphalt that was found in asphalt lakes and rock asphalt. This versatile substance was originally used as a waterproofing agent. In fact, there's evidence that Noah's ark and Moses' basket were both waterproofed with asphalt. In 1498, Columbus discovered Trinidad and used the natural asphalt deposits he found at Trinidad Lake to waterproof his ships.

In the early 1800s, natural asphalt was used as building material. And by the late 1800s, it was revolutionizing road paving. Belgium immigrant Edward de Smelt was responsible for developing modern road asphalt in 1872. In that same year, the first uses of road asphalt—in Battery Park and on Fifth Avenue in New York City—made history.

In 1876, the first modern type of asphalt pavement was



Above, modern asphalt begins on Pennsylvania Avenue in Washington, D.C. Left, an asphalt roller circa 1938.

created on Pennsylvania Avenue in Washington, D.C., taking the natural asphalt from Trinidad Lake and mixing it with aggregate.

The asphalt paving business expanded rapidly in the early 1900s. By 1924, more than 15,000 miles of asphalt-

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waste in state government. In reality, every organization, including both the public and private sectors, can find areas where efficiencies and cost savings could be generated.

However, true tax reform will be necessary to meet the needs of state government. The Governor's 2004 proposal, if passed, will be a good start. An even more comprehensive approach is needed. We have heard similar positive views on the need to support tax reform from both sides of the political spectrum. Regarding transportation, we have an enormous backlog of road and bridge needs. The same is true for education, human resource service and health-care needs. It takes courage and effort to address these problems. At the least, could we not provide a boost in revenues and a tax system that responds to rising costs and inflation?

Politics can be frustrating, meaningful, petty, interesting, amusing, childish, helpful, disappointing, ridiculous and sometimes rewarding. Whatever happened to old style, give-and-take politics? What about trying to work together to make Kentucky better? What is wrong with state government providing outstanding service to taxpayers?

I wish I could accurately answer these questions. I do know that leadership can bring positive changes to our state. Several inspired statesmen could make the whole situation better for all of us.

When is the right time to move Kentucky forward in a significant way?

— **Dean Blake,**
executive director of PAIKY

Marking Your Way

It's late, and you just want to get home. Visibility is limited. You have to rely on the stripes down the center and along the edge of the roadway to guide you safely. You also notice that those white and yellow stripes show up better against the black asphalt surface.

Drivers rely on road markings whenever they travel. Markings provide long-distance guidance and help with vehicle placement. They are important whether it is day or night, wet or dry. And when it gets dark, the retroreflective road markings and signs are essential.

But what makes the road markings reflective? Quality, long-lasting reflective pavement markings are comprised of glass beads that have retroreflective properties. Retroreflection is the ability of the glass bead spheres to direct light back to the driver. The more intense the retroreflected light, the better the quality of the road marking.

But what happens when it rains and a water film builds up on the surface of the markings? Visibility can be greatly reduced.

And that's why companies are constantly testing new materials and improving visibility and life of pavement markings. Kentucky contractors are setting an example for other states.

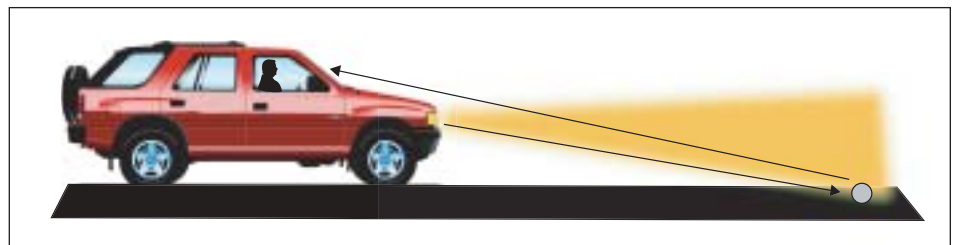
"The state of Kentucky is on the leading edge of striping technology," said Dan Reynolds, owner of Reynolds Sealing and Striping in Bowling Green, Ky. "Newer glass beads and newer paint technology are making the stripes brighter. For example, in the rain, instead of the being able to see the stripe 100 feet in front of you, it is now visible 500 feet in front of you."

"For better visibility and lane delineation, we are now placing 6-inch stripes on the Interstate system instead of the 4-inch stripes used for lower volume roadways," said Louis Fuselier of Highway Markings, Inc. in Mt. Sterling, Ky.

Innovations in pavement markings are making roads safer for drivers.

"Our goal is to use the latest technology that provides motorists with the best visibility," said Bryan Simpson of Reynolds. "Meeting Kentucky paint specifications can be tough on contractors, but ultimately putting safety first is what it is all about."

Pay attention to the painted stripes on the roadway the next time you are out driving. Then, try to imagine driving without them. While most people take pavement markings for granted, PAIKY members are doing all they can to safely mark the way for motorists.



Reflective glass beads are an integral part of traffic safety. The optical property of the beads directs light from the automobile's headlight back to the driver.

Night Paving

Traffic in Kentucky has increased faster than our capacity to handle it, causing congestion to get increasingly worse. Closing lanes for road construction doesn't help the situation. And that's why many state agencies are exploring the option to pave at night and on weekends in urban high-traffic areas.

During peak hours, road construction can cause traffic backups and delays that stretch for miles. Night paving helps minimize these problems and increase efficiency. Haul trucks do not have to fight traffic at night. Therefore, they are able to make more trips in less time. At night, the asphalt plant also is typically dedicated to one project, reducing the need to switch back and forth between mixes to serve different projects.

Safety is paramount on all highway construction projects. The amount of traffic on the roadway is significantly less at night, resulting in fewer opportunities for accidents in the work zone. However, visibility for drivers can be greatly reduced at night. Glare from the lights can impair a driver's vision, and travel speeds may be faster at night than during the day because of reduced traffic.

It may be hard for motorists to see workers at night. Workers are required to wear safety vests and use flashlights and other reflective devices to assist with visibility and traffic control. Lighted arrow boards and light plants also help guide the motorists and keep workers safe.

Night paving requires special lights to provide visibility for the paving crew and motorists. Large balloon lights that are mounted to the paver provide general lighting. Smaller lights are strategically placed on various pieces of equipment to illuminate small and specific areas. Generators power additional lights.

Paving at night also can take a toll on workers. Some employees enjoy night paving because it's a change of pace, offers them more free time during the day, and is cooler than working during the day. Plus, there is less traffic. However, other workers struggle with the changing sleep schedules associated with these work patterns.

"Paving at night with asphalt

proves beneficial," said Jeff Monohan of The Allen Company, who presented on this topic at the 2004 PAIKY Winter Training School. "We can place the asphalt at night, and it's ready for traffic the next morning. Motorists can't even tell that we were there the night before."

Night paving offers a unique set of challenges and opportunities. However, contractors are doing all they can to make paving at night safe and efficient.



Special lighting, as seen in these photos, is required for night paving projects to provide visibility for road crews and motorists.



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surfaced roads had been built in the country.

Kentucky wasn't far behind with asphalt paving and road developments. By 1912, the Kentucky Department of Roads was established. As the road-building and -repair industry grew in Kentucky, it became clear that an organization was needed to represent the best interests of plant-mixed asphalt. Therefore, the Plantmix Asphalt Industry of Kentucky (PAIKY) was formed

in 1938.

Hot Mix Asphalt became popular in the 1950s. Today, the liquid asphalt is a byproduct of the petroleum-refining process, and the Superpave system for mix designs carries us into the next millennium. People want a smooth road with long life quality. And that's why so many roads in the United States are paved with asphalt—a material that has been around for centuries.

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