

PAVINGtheWAY

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Honorable Mention...

Blake Honored with Lifetime Achievement Award

Dean Blake, executive director for the Plantmix Asphalt Industry of Kentucky (PAIKY) and resident of Frankfort, Ky., has received the highest honor in his field.



The University of Kentucky, Department of Civil Engineering, Construction Management Founders Society "Lifetime Achievement Award" was presented to Blake during UK's Civil Engineering Awards Reception and Banquet. This special award recognized Blake for his significant contributions to the highway industry.

"In his 21 years working in Kentucky, Mr. Blake has made great contributions to the highway industry and continues to work for the betterment of Kentucky's transportation system," said Dr. Donn E. Hancher, P.E., Associate Dean of Engineering at the University of Kentucky. "His experience and leadership has earned him the 'Lifetime Achievement Award!'"

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 spent his first three years after graduation working for the Department of the Navy in Maryland on the Polaris Missile Project.

For the next 15 years, he worked at the West Virginia Department of Highways, improving efficiencies and increasing road funding, and during that time, Blake was

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Asphalt Good for Motorist and Cyclist Alike

The asphalt industry is continually striving to be on the cutting edge – not only in technology but also in social trends.

Recently, the Richmond Road (US-25) project in Lexington highlighted the industry's ability to maximize two of asphalt's greatest attributes – durability and safety – to provide a long-lasting surface that is safe for both motorist and cyclists, a new trend in urban road projects.

Richmond Road is heavily traveled on a daily basis making durability a high priority. Plans for the Richmond Road project originally called for a Class 3, PG 64-22 base and a Class 3, PG 76-22 binder grade surface. Central Rock Mineral Company of Lexington won the bid for the project and during the construction process their subcontractor, Central Kentucky Asphalt, made a formal request to the Department of Highways to evaluate the performance of the asphalt originally specified to be used.

"We recommended changing the surface mix to a smaller top size to increase the lift thickness/nominal maximum aggregate size ratio. Hopefully this will result in better compaction and reduce permeability," said Phil Annis, president of Central

Kentucky Asphalt. "Also, the finer mix should improve the workability needed for the numerous transverse joints on the intersecting streets."

The Department of Highways followed up on Central Kentucky Asphalt's recommendation and conducted comparison tests between different types of aggregate.

"After receiving the request from Central Kentucky Asphalt, we conducted our own rut tests to determine if a smaller aggregate would make a significant change in the overall durability of the pavement," said Brian Billings, construction branch manager with the Kentucky Department of Highways.

"Based on the test results, we changed the aggregate size to a 3/8-inch stone rather than a 1/2-inch stone which served to tighten the mix and will be more effective in preventing rutting."

Asphalt has long been the surface of choice for tennis and basketball courts, and is now carving a new niche

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In the driver's seat

APAC paving the way to victory for Martinsville Speedway

Dean Blake Award (cont.)

named the Deputy Commissioner of the W.Va. D.O.H. In 1979, he became the founding executive director of the Flexible Pavements Council (FPC) of West Virginia, the first organization in West Virginia dedicated to improving and promoting asphalt.

Blake moved to Kentucky in 1983, bringing a wealth of knowledge to the state. He has served as the executive director of PAIKY ever since. Blake's experience and skills also have been dedicated to various committees on engineering and highways.

"Dean Blake has been an ardent supporter of construction engineering education at UK for many years," Dr. Hancher said. "His efforts as part of our advisory committee have helped us to develop as one of the best construction engineering and management programs in the U.S."

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 serves as a 25-year member of NAPA's Quality Improvement Committee.



If Scott Riggs drives the No. 10 Valvoline car to the winner's circle in October's Subway 500, he'll need to thank his teammates at APAC for paving the way to victory – literally.

That's because Ashland Paving and Construction is currently rebuilding the track at Martinsville Speedway in Virginia. NASCAR fans will remember that April's Advance Auto Parts 500 was delayed after a chunk of concrete popped out of the track at turn three.

When NASCAR fans and the speedway were in need, asphalt was there.

In dollar terms, resurfacing Martinsville Speedway is a relatively small job. But what the project lacks in earnings, it makes up in visibility.

"The track is only used a few hours a year. But during those hours, the drivers want to be able to trust the surface," said Ken Gavitt, project manager for APAC-Atlantic's Thompson-Arthur business unit. "Just as important, experienced drivers will expect the new surface to feel like the old surface."

Specifically, NASCAR drivers have grown accustomed to the distinct upper and lower racing grooves in the curves of this quirky half-mile oval – a track that has been described as "two drag strips with a turnaround at each end" because of its short 800 foot straightaways and

minimally banked 12-degree turns.

To ensure that the new surface resembles the old one, APAC first mapped out the track's topography, creating four-foot grids. "This track has never truly been engineered before," Gavitt said, "and we want to be sure we put it back like it was."

Perhaps better than it was.

For one thing, APAC is extending the curves 100 feet into each straightaway to enhance traction as drivers brake going into turns one and three and accelerate coming out of turns two and four.

Thompson-Arthur also is working with APAC's Material Services group to develop a polymer-blended asphalt for the straightaways.

Work also will be done to replicate the existing racing grooves.

During the summer, NASCAR driving teams will conduct tire tests to help assess the quality of the grooves and determine if there is sufficient traction to hold the speeding cars as they round each curve.

"Our goal is to provide Martinsville with two-groove racing, and if we can do that there will be some happy campers on race day," Gavitt said.

Information from this article originally appeared in Ashland Source.



Drive Safe Kentucky

You've no doubt seen the signs that dot our interstates and highways—Drive Smart Kentucky. During this particularly busy travel time, I'd simply add another reminder—Drive Safe Kentucky.

Each year, dozens of men and women working in highway construction areas are injured as a result of motor vehicle accidents. In most cases, a combination of speed and driver error causes the problems, which is so unfortunate since virtually every accident is preventable.

According to the Kentucky State Police and Department of Vehicle Enforcement, 39 motorists (to date) have been issued citations for speeding, reckless driving or some other infraction in a construction zone.

If you're driving through a 10-mile construction zone and reduce your speed from 65 mph to the legal 55 mph, it will add a whopping one minute and forty five seconds to your trip. Is the risk of fine or more seriously, the risk of injury to yourself or a construction worker worth trying to shave less than two minutes from your drive time? I don't think so and I hope you don't either.

Drive Safe Kentucky.

PAIKY Sponsors the Future

Engineering students from the University of Kentucky recently competed in the Formula Sun Grand Prix with Gato Del Sol, their solar-powered car named for the 1982 Kentucky Derby winner. The team was sponsored in part by PAIKY.

Gato Del Sol, or Cat of the Sun, took four years to build. The team worked with a budget of \$70,000. The car featured an aluminum chassis, an electric motor and eight square meters of solar paneling on its fiberglass shell. The car's top speed was 85 miles per hour—impressive considering its only sources of power are the solar panels and eight 12-volt batteries.

Though the team's rookie run at the American Solar Challenge in 2003 was not as successful as hoped, a bid in the Formula Sun race in Topeka, KS saw them place second in their class, just behind the home team, Kansas State.

The road to success has been paved with lessons learned, said Scott Stephens, UK associate professor of mechanical engineering who advises the team.

"We'll take those things that we'll learn and make improvements for a new car that's already on the drawing board," Stephens said. "We expect it to be faster and much more efficient."

The new car Stephens is referring to is Gato Del Sol II. The school plans to make II lighter and more aerodynamic, with a budget of around \$100,000.

Brian Wood, assistant executive director of PAIKY, is excited about the chance for the organization and its members to be involved with the unique project.

"We see this as a way to sponsor education of our future industry and community leaders as well as future technology," said Wood. "Combining solar power and energy-efficient fuel cells could be the wave of the future—creating economically and ecologically sound travel options."

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in the recreational industry with the paving of running trails, golf cart paths and bicycle lanes on city streets. One aspect of the Richmond Road project that made it even more unique was the addition of bicycle lanes in both sides of the highway.

With the current national focus toward a more healthy lifestyle, millions of Americans are looking for ways to make exercise part of their daily lives. Bike lanes allow commuters to couple the daily trip to work with needed exercise, and asphalt is there to make sure the ride is safe.

“The bike trails on Richmond Road are a reflection of Lexington-Fayette Urban County Government’s commitment to making Lexington bike-friendly,” said Billings.

Safety is always an issue when motor vehicles and cyclist share the road. Asphalt uniquely addresses many of the safety issues involved in adding bike lanes to a busy street like

Richmond Road. Asphalt’s smooth surface improves tire contact with the road that prevents skids and slides. A smooth road without cracks and bumps prevents both bicycle accidents and motorists from skidding into cyclists.

In a June 19, 2004 editorial, the Lexington Herald-Leader praised the project highlighting the expanding utilization of asphalt, “The addition of bike lanes is a small victory for enlightened transportation planning, which says asphalt is no longer the exclusive domain of the motorized vehicle.”

Lifetime Achievement Award

William Crowe, former PAIKY president and Kentucky businessman, also received the distinguished honor of “Lifetime Achievement Award.”

Crowe, a Kentucky native and former owner of E-town Paving—now a part of Scotty’s—served as interim executive director for the association and was instrumental in bringing Blake to PAIKY. Crowe also served on the board of directors of the Kentucky Association of Highway Contractors and was their president in 1982. In addition, Crowe served as the director and president of the Kentuckians for Better Transportation.

Crowe is a successful businessman and has worked hard with fellow Kentuckians to move asphalt to the forefront of the paving industry. He now resides in Florida with his wife, Carol Pittman.

PLANTMIX ASPHALT INDUSTRY OF KENTUCKY

P.O. Box 286
119 W. Broadway, Depot Place
Frankfort, KY 40602

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Tel (502) 223-3415
Fax (502) 223-2370
e-mail: info@paiky.org
www.paiky.org

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