

PAVING^{the}WAY

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

Opinions Count . . .

Highways and the Next Generation

For nearly 40 years, I have belonged to that special fraternity of individuals working to better conditions for people by improving their highway transportation system. There is a special bond among those in the fraternity. The bond has many elements; however, the main fiber of togetherness is the realization that decent highways are the life-blood of our state.

All of the hopes we have for a strong economic climate and a better tomorrow for the generations to follow depend upon the ability to move goods, services and people efficiently and safely over our highways.

As a child, my dad emphasized that a proper goal for a person is to strive to make things better and smoother for those who follow.

I am worried and troubled because the progress we have made could be in jeopardy due to an inability to gather the funding resources needed to protect the billions of dollars invested in our highways and to improve our highway system.

Do we want to leave a legacy of deterioration and substandard highways for the next generation? I think not. We need statesmanship from every quarter to take actions necessary to correct the problem. A well-informed electorate will support

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Leonard Lawson's Acts of Kindness

Leonard Lawson has become synonymous with asphalt paving and highway construction in the mountains of Kentucky. His corporation, Mountain Companies, has been responsible for hundreds of miles of construction projects on the arterials in the region. But while he may have asphalt in his veins, he has a heart of gold, as evidenced by the many contributions he and his company have made in the region.

"The new Cancer Care Center at Pikeville Methodist Hospital would never have been possible without Mr. Lawson's overwhelming generosity," said Joann

Anderson, PMH chief executive officer. "Because of his support, cancer patients and their families have access

to state-of-the-art diagnostic and treatment facilities much closer to home. In many capacities, Mr. Lawson works with us to help meet the needs of the hospital and the community it serves."

Lawson cares about the people in eastern Kentucky. And many of his altruistic acts have been there. In addition to the cancer center at PMH, Lawson has supported Pikeville College. He gave a \$1 million gift to help pro-



Mountain Companies Shelbiana asphalt plant in Pike County

vide for the renovation of Derianna Hall and a fourth floor addition to the Armington Science Center.

Charitable acts have also included support for the Red Bird Mission and its ministry outreach and, most recently, a \$900,000 gift to the University of Kentucky College

of Engineering to establish an endowment fund dedicated to asphalt research, design and construction.

The Kentucky Asphalt Industry Endowment Fund is part of a \$1 million gift by Lawson to the University of Kentucky. It is divided into three categories: \$650,000 for an asphalt

research fund, \$250,000 to create a professorship in asphalt at the UK, and \$100,000 to the Center for Research on Violence Against Women. Lawson's gift will be matched by the state's Research Challenge Trust Fund (RCTF).

"The UK College of

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UK engineering students and Dr. Mahboub examine asphalt samples

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actions that are in the best interests of Kentucky's future.

Funding for highways is a complex arena. Only a few people in the state have a good working knowledge of the myriad highway issues and budgetary programs. However, Kentucky needs to have a highway funding plan that will meet the needs of the motoring public. Such a plan should contain elements that will provide an adequate, consistent and on-going funding level.

The best and most knowledgeable people on this subject could be called together and given the assignment of recommending a proper highway funding program.

The work of this task force could be utilized to inform the citizens of the Commonwealth about the need to adopt the plan that would provide an adequate level of funding to meet maintenance and construction needs.

Subsequently, our elected officials could pursue legislative actions to put the recommendations in place.

With a sound highway plan, we can indeed provide a better and smoother Kentucky for those who follow.

– *Dean Blake, executive director of PAIKY*

Trekking on Asphalt

– *Brian K. Wood, P.E., PAIKY Assistant Director*

I bought a bicycle last year and started riding around my neighborhood as a way to get some exercise and enjoy the outdoors. Now in my second season of cycling, it provides an opportunity to see the landscape, unwind after a day at the office, and it's gratifying to cover long distances with nothing but your legs. The sport also allows me to get up close and personal with pavements in a way I never imagined.

While I would consider myself a pavement engineer, cycling has taught me a lot about the roads we travel and what we expect as motorists. Consider that automobiles have four tires (inflated to approximately 30 p.s.i.) with shocks to absorb roughness. Bicycles, on the other hand, are not designed that way.

Riding on two tires (inflated to 145 p.s.i.) and no shocks, I have a deep appreciation for smooth quality pavements. Cyclists feel every joint, every rough spot, and every wrinkle in the pavement. When you can feel every bump, you cannot overstate the importance of a smooth pavement.

As I followed the news coverage of the 2003 Tour de France, I kept an eye out for the pavement surfaces. With the exception of the cobblestone streets in Paris at the Champs Elysees, I could not help but notice that nearly every photograph and video clip from the event was on asphalt.

Last month, I spent a weekend riding along 100+ miles on some scenic asphalt roads across Kentucky as part of a club ride from Louisville to Bardstown and back. Asphalt pavements are smooth, and they blend with natural surroundings. Having room to ride is also important. That's why I was pleased to see that Transportation Secretary James C. Codell, III, has signed a policy that will ensure non-motorized forms of transportation will be factored into all future roadway designs.

Through my work as an engineer with the asphalt association, I often tell people how asphalt pavements are smoother, quieter and more fuel-efficient. Every time I strap on my helmet and go for a ride, I prove it to myself.



Brian Wood takes a break between Bardstown and Louisville

ASCE Report Card Gives State Highways "D"

Traffic in Kentucky has increased faster than our capacity to handle it, causing roads and bridges to deteriorate. Adequate funding is not available to keep up with the demands.

Further evidence of this need for improvement and investment in the infrastructure comes from the 2003 American Society of Civil Engineers report card. Kentucky got a D (poor evaluation) for roads. However, overall Kentucky's infrastructure is marginally better than the nation's.

This grade, prepared by an ad-hoc committee of 19 civil engineers, was based on the current conditions of the system and the lack of adequate funding for improvement.

The results of the evaluation show that improvements are needed across the state to enhance the safety of existing roads, to add capacity to interstate highways, and to rehabilitate aging pavements that have exceeded the design life.

"Our economy moves largely as a result of a safe and efficient transportation system," said Dean Blake, executive director of PAIKY. "Although our infrastructure may be slightly better than the nation, the ASCE report card clearly shows that our roads are in need of attention. And without adequate funding to make improvements, we may not be able to raise our grade any time soon."

The Many Uses of Asphalt

From parking lots to city streets to highways, Hot Mix Asphalt (HMA) is the choice for virtually all roadways.

But that's not all. The uses for HMA, the most versatile paving material available, are almost limitless.

First, asphalt blends easily with natural surroundings, making bike paths, golf cart paths and sidewalks pleasing to the eye. Asphalt is able to conform easily to the contours of the land, which keeps it from faulting. That means bumps that cause people to trip are less likely to occur with asphalt.

In addition, recreational facilities need a surface that weathers well and gives with an athlete's body. It is possible to create this flexible pavement using HMA. Running tracks, tennis courts, playgrounds and basketball courts all benefit from asphalt.

Golf carts are not the only vehicles that benefit from asphalt. A race track paved with asphalt offers excellent traction and a smooth driving surface. This is essential to professional stock car racing, and the drivers demand it. Only two of NASCAR's 33 tracks are not paved with asphalt.



Above, finished courts. Below left, after paving and prior to coating and striping.

The runways, taxiways, heliports and holding areas of airfields also use asphalt paving. Baltimore-Washington International, San Francisco International, McCarren (Las Vegas), Oakland International, Logan International (Boston) and Pearson International (Toronto) are some of the busy airports with asphalt runways. The speed of construction using asphalt

also makes for quick rehabilitation of these busy aviation facilities, minimizing runway downtime.

Asphalt is extremely durable and can sustain

high levels of pressure. That makes it the perfect surface for cargo transfer points, as well as other industrial applications. For instance, coal storage pads in eastern Kentucky, constructed with twelve inches of HMA, can handle 50-ton dump trucks.

But not all asphalt is for running, racing and transporting. Some is for drinking. Asphalt is safe for the storage of potable water because it is non-soluble and does not contaminate water. Asphalt lines drinking water reservoirs, pond linings and canal linings. In Oregon and Washington, fish hatcheries are also lined with asphalt.

HMA is known for its durability, smoothness and economy. That's why you see it used in parking lots, race tracks, highways, city streets, bike paths, environmental liners, reservoirs and airports. HMA can be used virtually everywhere, and it is.



Finished basketball courts, paved with asphalt.

How You Can Help . . .

Become a partner in the endowment fund. For information on ways to give; naming opportunities, such as a named scholarship, fellowship or professorship; matching funds; or recognition in the UK Fellowship Society and the College's Quadrangle Society, please contact Sharron Townsend at townsend@enr.uky.edu.

Kindness *(from page 1)*

Engineering has always been fortunate to have the support of alumni and industry executives," said Tom Lester, dean of UK's College of Engineering. "Mr. Lawson's gift will provide us a new opportunity to expand the role of asphalt in the design of highway projects in Kentucky and elsewhere—projects that are so vital to the economic prosperity of a region."

On August 15, during PAIKY's summer meeting, a challenge was issued to other PAIKY members to become a partner in the endowment fund, which is on its way to becoming a signature program in civil engineering at the University of Kentucky.

"We challenge other asphalt executives

to match Mr. Lawson's gift and get involved in educating students about the asphalt industry," Lester said. "It is our hope that others will open their hearts as he did."

Projects that link communities like arteries and veins provide economic lifeblood. Lawson has asphalt in his veins, but a heart of gold for the region he holds so dear.

Mountain Companies is a group of construction, asphalt and materials divisions headquartered in Lexington, Ky. Lawson started the first business—Mountain Enterprises—in 1975. Today, it alone employs more than 1,750 with 40 asphalt plants in Kentucky, West Virginia and Virginia.

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