

# NEWS RELEASE



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## **NAPA NAMES THE SHELLY CO., SOUTHERN DIVISION, AN OLDCASTLE MATERIALS CO., WINNER OF TOP NATIONAL AWARD FOR QUALITY IN ASPHALT PAVING**

Lanham, Md. — The National Asphalt Pavement Association (NAPA) announced today that The Shelly Co., Southern Division, an Oldcastle Materials Co., of Thornville, Ohio, is the winner of the 2012 Sheldon G. Hayes Award for excellence in construction of an asphalt pavement. The award, bestowed annually since 1971, is named for Sheldon G. Hayes, a founder of NAPA and the association's first chairman. Hayes spent his entire career striving for better construction techniques and improvements in the quality of asphalt pavements. The award recognizes the highest quality highway pavement in the country. The company received its award on Wednesday, Feb. 13, during the association's 58th Annual Meeting in Scottsdale, Ariz.

The Shelly Co.'s award-winning project was the milling and overlay of 11.18 miles of I-70, beginning in Licking County near the SR 158 exit and ending just past the SR 256 exit in Franklin County. The pavement on this four-lane interstate through central Ohio was cracked and deteriorating when the job began. On average 62,000 vehicles, 26 percent of them trucks, travel the road each day.

The Shelly Co. milled 3.25 inches from the existing roadway before laying a 19 mm asphalt base course topped by a 12.5 mm Superpave asphalt surface course. The company took the asphalt milled from the roadway back to its plant where it was incorporated into all the asphalt mixes used on the project. By reclaiming the asphalt millings, the company reduced the need for virgin aggregate and asphalt binder for the project.

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Company crews worked at night to minimize traffic disruptions, and laid a base coat of asphalt on all milled surfaces before stopping work each shift to ensure a smoother surface for traffic in the idle work zone.

Nighttime paving and a late project start date that delayed paving until cooler fall weather had arrived made the project more challenging for The Shelly Co. However, by using another green paving technology — warm-mix asphalt — the company achieved the desired pavement compaction and smoothness despite less-than-ideal temperatures.

“Warm mix asphalt allowed us a little more time and gave us a little more flexibility, letting us compact the asphalt more easily,” said Larry Shively, The Shelly Co. Vice President for Quality Control. “There are also some fuel savings associated with warm-mix asphalt and, environmentally, it provides better working conditions for our employees.”

Paving in cooler weather and nighttime temperatures did require special efforts. “Our quality control compaction technician had to pay very close attention to the rolling train and take regular readings with a density gauge. He had to determine if the rollers were staying close enough together, if we’re hitting enough passes, if we’re doing even coverage. As the temperature dropped, communication between the quality control technician and the paving group’s foreman and crew became even more important,” said Shively.

“The cooperation and communication between our plant and our crews and partnering with the Ohio Department of Transportation helped us make sure that everyone was on the same page and that everybody understood what was going on,” Shively said.

Partnering was an essential element in the success of the project, said Keith Geiger, P.E., Construction Engineer for ODOT’s District 5.

“When we had a small problem with segregation of the mix on the intermediate course, The Shelly Co. went through the plans with everyone and made some changes to the mix design. Then we all met out on the site — including The Shelly Co.’s Vice President — to make sure everyone was satisfied,” said Geiger. “It was a good team every effort; everyone pulled together, and the quality was at a high level.”

Working 12-hour days, six and sometimes seven days a week, The Shelly Co. completed the project on time and met incentive clauses for both the smoothness of the road and for its density.

“Before this job even started, I had a conversation with Tim Anderson, our Operations Manager. He was very dedicated to quality and we wanted to make sure that this would be an award-winning job,” said Shively. “Mr. Anderson passed away before the job was completed, so the project became very special to us. We went into it with the mindset that it was going to be a good job, and everyone involved made it happen — the crews, the people at the plants and the technicians.”

The Sheldon G. Hayes Award finalists are determined through a two-year process. Any highway pavement project using more than 50,000 tons of asphalt is eligible for consideration. Initially, the project must win a Quality in Construction (QIC) Award, which is determined by numerical scores calculated by pavement engineers at the National Center for Asphalt Technology (NCAT) in Auburn, Ala., based on how well the contractor met specifications and achieved density on the finished pavement. Each pavement that meets a benchmark figure receives a QIC award.

The year after a project wins a QIC Award, it may be considered for the Sheldon G. Hayes Award. The top-ranked projects from the previous year are tested for smoothness, and then visually inspected by an independent pavement consultant with many years of experience in the industry. For 2012, the evaluators praised all the contractors considered for high-quality construction practices that resulted in smooth, safe, and durable pavements.

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*The National Asphalt Pavement Association is the only trade association that exclusively represents the interests of the asphalt pavement material producer/contractor on the national level with Congress, government agencies, and other national trade and business organizations. NAPA supports an active research program designed to improve the quality of asphalt pavements and paving techniques used in the construction of roads, streets, highways, parking lots, airports, and environmental and recreational facilities. The association provides technical, educational, and marketing materials and information to its members; supplies product information to users and specifiers of paving materials; and conducts training courses. The association, which counts more than 1,100 companies as its members, was founded in 1955.*