

At the Plant Mix Asphalt Industry of Kentucky's Winter Training School on February 28, 2014 held at the Marriott in downtown Louisville Kentucky, ATS Construction made a joint presentation with the Kentucky Department of Highways about the success of the US 60 Versailles Road rehabilitation project. During the presentation, the Department talked about the need to replace 30 year old concrete that had failed and became increasingly difficult and expensive to maintain. During the process of bidding, ATS Construction's primary goal was not only to be the winning bidder, but also to lay the groundwork to make this a successful project. Interviews were made with representatives from Keeneland Race Track and Sales, The Blue Grass Airport, and Jack Kain Ford who were very concerned how a major rehab project would affect their customers during construction. Other Highway Department officials were also interviewed to gain their perspective on the outcome of the project. Their words speak volumes for the success of a pavement rehab to replace the failing concrete pavement.

#### Project Information

The challenges in the project were:

- Overcoming a 1.2 million dollar advantage that concrete pavement had over asphalt pavement in the bid adjustment
- \$20,000 per day liquidated damages after December 1, 2013. LDs will be charged during the months of December through April. If the project wasn't completed in 2013, it would cost the contractor as much as 2.4 million dollars.
- \$25,000 per hour liquidated damages for lane closures left in place after the allowable times. Which means it was worth 600,000 dollars to the department to have Versailles Road open to four lanes during the daytime.
- challenging project by the numbers
  - 237,321 tons of asphalt pavement to be laid
  - construct 8 diversions
  - follow seven phases
  - adjust or construct 145 inlet boxes in the median
  - additional curb and edge drain, removing pavement, etc
  - maintain traffic on a stretch of congested high speeded roadway with over 60 entrances and approaches

There was no doubt this was a formidable task. Our plan of attack was not just to outbid the concrete paving contractors, but to set the bar so high for speed and quality of construction that the Department would never want to consider alternate pavements on this type of construction in the future. A big part of this plan included The Allen Company. They were invited to look at pricing approximately 1/3 of the paving, pavement removal, concrete curb, and drainage construction. This strengthened our ability to expedite the project by adding necessary resources. This included having 5 asphalt plants within close proximity to the project, adding paving, pipe, concrete crews with equipment, and brining on additional project supervision and expertise.

Our plan also included a lineup of extremely capable contractors to do other work outside our area of expertise. These logos shown on the screen are the groups of reputable contractors that ATS used to attack this challenge with. The most critical part of a good plan for building or rehabbing a road is working with the Engineers on the project. When we saw the plans and read through the project information, we recognized that the employees in District 7, Central Office, and the consultant had put a lot of thought and planning into this project. We understood how important it was to allow accessibility for business and property owners along the route during the project, and what Keeneland and the Blue Grass Airport means to Central Kentucky.

We knew the Department had a lot riding on the outcome of this project in terms of public perception and credibility. Our plan was to do an asphalt rehab project they could be proud of. Paving was complete and all lanes of traffic were opened by September 15th. We were very glad to finish before the October meet at Keeneland and I think this made a lot of people happy. I've always heard it said that success comes when preparation meets

opportunity (and a little help from the good Lord above). With good planning, good plans, some good weather in February, hard work, and good quick decision making, the project was considered a success by many.

I would be remiss if I didn't interject with a couple bold points about asphalt paving in regards to concrete paving at this time. You know this is the asphalt winter training school and we are among friends. Even though some of our friends have to take a neutral stance on the black/white issue, in my 20 years of highway construction this project is the best example I have seen that demonstrates that asphalt pavement is by far a superior product.

It was significantly cheaper and the inconvenience to the commuters, businesses, and property owners were at a minimal. We finished well ahead of schedule and the Department was proud of the quality of the work. US 60 will be much easier to maintain in the future and the taxpayers are convinced that this is a good value. We beat concrete on the bid by just over \$3 million. With the pavement adjustment included, this is a 4.2 million dollar difference. As I mentioned before, the penalty for not getting finished in one construction season was \$2.4 million. That is a clear signal that they could not have completed this project in one construction season. How would the taxpayers have looked at this project if it was still going on?

On behalf of ATS Construction, I want to extend our thanks to everyone involved that made this a successful project. I want to thank Andy Richardson, Keith Vance, all of our employees at ATS, and The Allen Company who make the impossible look easy.

-Brian Billings