CONTENTS

3 BOARD SLATE
3 PRESIDENT’S MESSAGE
4 DAYTONA’S REMARKABLE TRACK
6 PENNDOT, MUNICIPALITIES RUSH TO KEEP UP WITH MARCELLUS INDUSTRY EXPANSION
7 ASPHALT ACADEMY - HOT-MIX ASPHALT (HMA) 101 SEMINAR
8 WARM MIX ASPHALT ALLOWS FOR EXTENDED 2010 PAVING SEASON
12 PETITION TO SUPPORT TRANSPORTATION FUNDING
12 ASPHALT CEMENT INDEX PRICE
13 WHERE ARE THE PLANTS
14 PAPA MEMBERS ADD NEW PLANT LOCATIONS
16 PAPA DATES TO REMEMBER
16 PENNDOT 2011-2012 LETTING SCHEDULE

SAVE THE DATE

DECEMBER 13-15, 2011

Pennsylvania Asphalt Pavement Association
Annual Paving Conference
The Hotel Hershey
Call Association Office For Details:
717-657-1881
It seems like every time I write this letter, we still have too many open issues. We are still waiting on the results of a Federal Highway Bill and our future funding. The talk of a decrease in federal funds of 30+% is of great concern. However, the state of Pennsylvania is looking to increase transportation funding by $1.1B next year and ramping up to $2.5B additional by 2016. That will be great for our state, and we can become national leaders with our transportation systems. We had several meetings with the Secretary of Transportation and other state officials on their desire to get the projects out on time if we have increased funding. Also, I would like to pass on the professionalism with which the Department is working with PAPA.

We are seeing stabilization in liquid pricing which will aid the Department in putting out paving projects with little concern over meeting budget. Additionally, we have had success with our warm mix pavements on state roads in the Marcellus Shale community in cooler temperatures in November and December. The Department plans on letting more projects with warm mix specified and is pushing the minimum 20% warm mix goal. We have had additional discussions around the “highest and best” use for RAP. The Department is willing to consider giving up some of the RAP to contractors in areas that historically the Districts have kept all of it in order to increase the use of RAP in the finished product.

Our committee work has been excellent. Technically, we continue to improve our product to stay on top as the preferred paving material. The efforts of all involved continue to aid in the most economical and durable product. Thanks to all of you who contribute your time on committees for the benefit of our industry.

I would like to again thank Gary and his staff for their efforts in leading PAPA to the top organization that continues to represent its members well. Hope to see you all at our upcoming meetings and annual fall conference in Hershey, PA.

~ Chris Kaminski
I have very fond and vivid memories of family outings during my adolescent and early teen years. These included frequent Friday night trips to Williams Grove Speedway, the local one-mile, high-banked dirt track where modifieds raced with reckless abandon.

I recall one sunny Sunday afternoon in the early ‘60’s amidst much fanfare, when I had the thrill of seeing the fledgling NASCAR drivers race their roofless late model stock cars at the “Grove”. This was the genesis of my passion for the sport and for its heroes - the Pettys, Yarborough, the Wallaces and, of course, the Earnhardts. Like most fans of this sport, I shake off winter’s doldrums during the first two weeks in February by religiously following every piece of information leading up to racing’s biggest event - speed week and the Daytona 500.

On February 14, 2010, I intently watched the start of the race at home with luggage in hand ready to drive to the airport to catch a late afternoon flight to the “World of Asphalt” in Cincinnati. Bags and body checked at the airport, I rushed to the nearest sports bar to get an update on the race. No racing; the action was stopped!! “A big crash?”, I asked the fellow sitting on the bar stool in front of the big flat screen TV. “No, a big pothole in the blacktop pavement”, he told me.

What disheartening news! How could the asphalt paving product I began to represent just three months earlier as the Executive Director of the Pennsylvania Asphalt Pavement Association be the culprit to “red flag” the biggest race of the year? And, this on national television no less.

Well, now for the rest of the story. During the off season, the 52 year-old Daytona International Speedway (DIS) track was totally removed and reconstructed with four courses of asphalt paving totaling seven inches thick. The result was a pavement surface that was smooth as glass yet had the grip that led to faster speeds (206 mph), rule changes and a new kind of racing (the two-car draft) during this year’s 500 race. Accolades abounded from the broadcast announcers to the drivers about the new track surface including this one from driver Jeff Burton (car #31), “Racing at this track is going to be incredible. The new asphalt surface and technology of grading makes it so smooth and creates so much grip, you won’t be afraid to put it three-wide, flat-out.” Driver Tony Stewart (car #14), a 15-time winner at DIS, said about the new surface, “It’s awesome. It’s the precision that has to go into what they are doing here.” And, the race day front page of the Daytona Beach News hailed, “For those who laid down Daytona’s new ‘rock’, we salute you. The drivers in today’s Daytona 500 salute you, too”.

It was The Lane Construction Corporation, one of the nation’s premier heavy civil contractors and an active member of PAPA, to whom those accolades were directed. Lane has been serving customers in southwestern Pennsylvania since 1997 with its four strategically positioned asphalt plants.
However, many of us in the industry were not aware that Lane is also the racetrack paving company of choice. Since 2003 Lane has paved eight of NASCAR’s well-known tracks utilizing unique equipment and construction techniques, highly skilled and motivated workers and special highly-polymerized shear resistant mixes. The tracks that they have repaved include: Atlanta Motor Speedway, Charlotte Motor Speedway, Darlington Raceway, Homestead-Miami Speedway, Richmond International Speedway, Talladega Superspeedway, Texas Motor Speedway and, most recently, Daytona International Speedway (DIS).

Just two days after the running of the Coke Zero 400 race on July 5, 2010, Lane began work doing a complete overhaul of DIS, which included repaving the 31 degree banking on the turns. Lane repaved the 2.5 mile track, skid pads, apron and pit road, as well as removed all of the old asphalt pavement down to the 12-inch thick Florida lime rock subbase. Lane’s design-build contract required the work to be completed in six months - by January 1, 2011. Because of Lane’s very specific experience and engineering know-how and the can-do attitude of its seasoned 34 person crew, the work was completed three weeks ahead of schedule on December 10, 2010.

The repave project consisted of milling 42,800 sq. yards at seven inches in the front stretch and pit road, as well as, 36,000 sq. yards at five inches on the aprons. In the four turns, 3,185 cubic yards of asphalt pavement and lime rock were “raked off” with a long stick Hitachi 450 and hauled off for crushing. Roughly 20,000 cubic yards of material were used to build access roads behind the safer barrier walls at the top of the slope in the turns. These roads were used by the Caterpillar D-9’s that supported the paving equipment in these high-banked turns.

The competitive areas of the racetrack were paved with four courses totaling seven inches thick. The first layer on top of the lime rock subbase was a 2-inch thick open-graded layer that quickly carried any water to a 6-inch perforated pavement under drain. This drainage layer was based on a 1/2-inch nominal porous European mix. The drainage layer was topped with a 2-inch thick layer of 1/2-inch nominal aggregate size (NMAS) dense-graded base mix. Two 1 1/2-inch thick lifts of a 3/8-inch NMAS mix were then placed on top of the base mix. Lane erected a portable parallel -flow drum plant on the back stretch parking lot to produce these mixes. A testing lab was set up on site to do both quality control and acceptance testing. A total of about 50,000 tons of mix was produced. A polymer-modified asphalt binder with a high softening point was used to resist the high lateral shear forces and surface raveling. Crushed granite was imported from Georgia to provide a stable dense-graded mix with high skid resistance.

Completing the repave of the DIS racetrack three weeks ahead of schedule provided ample time for Goodyear and NASCAR to complete critical tire testing throughout most of December. By limiting the amount of joints, using custom pieces of equipment with laser scan guidance and paying attention to every detail, Lane surpassed even the tightest specifications. NASCAR uses a modified California profilograph specification that shrinks the blanking band from 0.2 to 0.1 inch and the profile index from 12 to 8. Lane paved Talladega with a profile index 0 to 2, and Daytona was just as good or better.

Well, Daytona’s new asphalt pavement surface is certainly smooth and highly skid resistant, but it is anything but quiet on race day! Thanks to The Lane Construction Corporation for giving us, the fans, thrilling races to watch at Daytona for years to come. ♦
The Marcellus shale, natural gas industry in Pennsylvania seemed to grow overnight. As rapidly as the industry has grown, PennDOT and its municipal partners have adapted to rapidly changing use of secondary, rural roads. Roads that normally would see fewer than 1,000 vehicles each week are now experiencing more than double or triple that number on a daily basis. Many of those vehicles are large, 80,000 pound trucks that can damage roads if those roads are not properly prepared for the heavy loads.

Ensuring that secondary roads can accommodate heavy loads poses several challenges for PennDOT and municipalities such as, predicting which roads will be used by gas development traffic, how those roads should be upgraded, who will pay for the upgrades and how much it will cost.

Section 1902 of the Vehicle Code gives the Commonwealth and local authorities the ability to post weight restrictions on roads that may be damaged by heavy vehicles. Normally, a 10-ton weight limit is set and companies other than local traffic that operate vehicles heavier than the limit must apply for a permit. In order to obtain the permit, companies must enter into an “Excess Maintenance Agreement” (EMA) with PennDOT. The EMA requires the company to repair damage in excess of normal roadway maintenance caused by their vehicles. If a company does not repair the roadway damage that it causes, PennDOT pulls the permit and the company can no longer operate its vehicles on those roads.

The bonded roads procedures have traditionally been used by logging and mining companies in Pennsylvania. Now those same roads are being used by gas development trucks, and the extent of damage has increased. Existing regulations allow for sharing the damage based on the number of tons hauled, so industries that haul lower tonnage are required to pay less for their portion of the roadway maintenance. PennDOT is currently reviewing existing procedures to help protect roadways and to be as fair as possible to road users.

Recently, refinements and upgrades to existing procedures have been developed which PennDOT is using. Since damage to pavement depends on a vehicle’s weight as well as the number and spacing of axles, this new procedure bases maintenance and repair costs on Equivalent Single Axle Loads (ESALs) applied to the road instead of the tonnage hauled. The lower the ESAL score the less pavement damage. An ESAL is based on an axle weight of 18,000 pounds. The more axles and the lighter the vehicle, the less pavement damage will occur. PennDOT also accounts for hauling during the spring thaw when roads are especially prone to damage from heavy loads so vehicles are assigned a higher ESAL score during the spring.

Additional initiatives being pursued by PennDOT include development of more uniform road upgrade standards and protocols to improve both the success of road repairs and to limit the number of premature pavement failures. PennDOT is also exploring the use of warranties to allow contractors more flexibility in the use of innovative techniques and products such as the use of Warm Mix Asphalt during cold weather to strengthen or repair roads impacted by Marcellus developers.

As the Marcellus Industry continues to establish itself in Pennsylvania, PennDOT and its municipal partners will continue to work hard to ensure that roadways are maintained properly.
Hot-Mix Asphalt (HMA) 101 (13 PDHs)
A 2 day course - $350

November 9-10, 2011

Who Should Attend  This course has been developed for those persons seeking a basic understanding of hot-mix asphalt pavements. It is intended to focus on areas critical to the successful completion of an asphalt pavement. This course is also valuable for individuals who plan to apply for field technician certification in Pennsylvania.

This 2-day seminar taught by AI engineers and equipment industry representatives provides participants with a solid foundation in:

• Asphalt Cements
• Aggregates
• Mix Design and Plant Operations (as they relate to field applications)
• Proper Hauling, Placement and Compaction Procedures

Seminar Location
The Penn Stater Conference Center
215 Innovation Blvd.
State College, PA 16803

Class Schedule
8:45 a.m. - 4:00 p.m. Wednesday (Lunch will be provided)
8:15 a.m. - 4:30 p.m. Thursday (Lunch will be provided)

Fees & Registration
The registration fee is $350 and needs to be received prior to the course date. Fee includes course instruction, refreshment breaks, lunch both days and all seminar materials. Hotel accommodations are not included. Attendees are responsible for making their own hotel reservations. Cancellations are subject to a $100 administrative fee and must be requested in writing 30 days prior to the course. Early registration is recommended as the class size is limited.

Register online:  http://www.asphaltinstitute.org/public/asphalt_academy/HMA_101.asp

Hotel Information
Hotel accommodations are not included in the course fee; attendees are responsible for making their own hotel reservations. If hotel reservations are needed, please call the Penn Stater Conference Center reservation line at (800) 233-7505. The AI Room Block Code is ASPK11A. The single room rate is $105 plus tax per night and the double room rate is $115 plus tax per night. These rates are available until October 9, 2011.

For more information Contact:
Katrina Tohle  Gregory A. Harder, P.E.
Meeting Planner & Event Manager, Asphalt Institute  Regional Engineer, Asphalt Institute
Phone: (859) 288-4964  Fax: (859) 288-4999  Phone/Fax: (315) 238-7000
Email: seminars@asphaltinstitute.org  Email: gharder@asphaltinstitute.org
Warm Mix Asphalt Allows for Extended 2010 Paving Season

by Tom Abbey, Glenn O. Hawbaker, Inc.

Warm Mix Asphalt (WMA) technologies are somewhat new to Pennsylvania in regards to paving practices. Since the letting of the first WMA projects in 2008 by the Pennsylvania Department of Transportation (PennDOT), some Districts as well as producers and contractors have continued forward with the successful use of these warm mixes. And, the PennDOT Strike-off Letter 420-11-04 dated July 12, 2011, sets a minimum use goal of 20% for WMA. The Pennsylvania Asphalt Pavement Association has also empanelled a 15 person subcommittee to assist with the implementation of WMA throughout the state.

There are currently twelve approved technologies (four of these are provisional) for use in Pennsylvania. These come from three categories:

Figure 1 - Chemical: Can be added at an asphalt plant while in production, or blended in the liquid asphalt at a refinery.

Figure 2 - Organic: These wax based materials can be added also at a plant by either pneumatically introducing them to the mixture, or blended in the liquid asphalt at a refinery, or in the tank at the plant.

Figure 3 - Foaming: This process mechanically introduces a small amount of pressurized water into the liquid asphalt as it is introduced into the mix during production creating foamed asphalt.

Quite a few of these WMA technologies have been used throughout the Commonwealth, but the foaming systems are the most prevalent. In 2010, it was reported that fifty-eight percent of the WMA produced for PennDOT contract projects used a foaming process. It can also be said that for all the warm mix placed after the normal end-of-paving season date of October 1, ninety percent or better was produced and placed with foamed asphalt. “After season paving”...why? While WMA mixes have numerous documented attributes, a primary one is to aide in achieving better compaction at any temperature and, particularly, at cooler field temperatures than previously experienced with HMA without WMA technology.

In 2010, the Northern Tier counties of Pennsylvania were a “bee hive” of activity due to the Marcellus Shale gas play (see page 6 article - PennDOT, Municipalities Rush To Keep Up With Marcellus Industry Expansion). This activity has brought many extra heavily loaded vehicles to travel across many roadways that structurally just couldn’t handle either the volume or especially the weight of these vehicles. From drilling rigs to water tankers to cementing and fracking trucks...and all the construction vehicles associated with building well pads and access roads, the roads needed repair and reconstruction.

Continued on page 9...
Four PAPA producer member companies (Eastern Industries, Glenn O. Hawbaker, H & K Group, and HRI) were able to utilize WMA to extend the season and repair roads for the gas company activities as well as the traveling public. Well into November 2010, these companies were able to successfully place a few hundred thousand tons on various state routes (S.R.)

Consultant inspectors and also PennDOT assured that proper procedures were followed throughout the operations - from pavement design/repair approval, to protection of traffic, to sampling and testing. As such, boxes of loose mix and cores were collected from every project designed with an in-place Full Depth Reclaimed base that was covered with sufficient 25mm and 9.5mm material asphalt pavement courses. Samples were tested locally under Standard Acceptance criteria. Test results from the work done by one of the companies, Glenn O. Hawbaker, showed acceptable field density results as seen in the two graphs above. (Figures 5 & 6)

Bill Smith, HRI’s Quality Control Manager, said that they averaged 94% compaction on 42,000 tons on one job even though the material was hauled more than two hours away. Greg Brouse, Quality Control Manager from Eastern Industries said, “WMA facilitates placing the material at a considerably reduced temperature with only positive effects on the production and placement aspects.” And, one of our paving foreman said after using WMA for the first time, “I like this stuff, it is very workable and no fumes. I can see it’s gonna be a good thing.” Tom Abbey, Director of Quality Control from Glenn O. Hawbaker stated, “GOH runs warm mix at 255 to 275 degrees during the normal construction season. The temperature at the plant was raised to

Continued on page 10...
Warm Mix Asphalt has been another tool in the toolbox, so to say, not only for extended season paving but also for the compaction aid it provides. The chart below is courtesy of Advera, but is applicable to one degree or another to all WMA. Because WMA is produced as lower temperatures, the rate of heat loss is lower. This gives an additional time in the “workable zone” to obtain proper compaction.

Warm Mix Asphalt also allows for longer hauling distances; can be used with higher percentages of Recycled Asphalt Pavement (RAP); lowers fuel consumption in production; lowers the oxidation rate of the liquid asphalt by using lower temperatures, and lowers heat and fumes exposure for the paving crew as well as lowering greenhouse gas emissions at the asphalt plants.

WMA is a good thing for all involved. Warm Mix Asphalt utilizes an existing Hot Mix Design approved by a District Materials Engineer/Manager that meets Bulletin 27 criteria; uses one of the twelve approved technologies in production, AND still needs to pass all acceptance criteria for field density and asphalt content and gradation and volumetrics. With the continued support of PennDOT and paying attention to all the details, Pennsylvania’s producers and contractors are ready to take the next step forward in promoting the use of Warm Mix Asphalt...no matter what date is on the calendar.
Thin asphalt overlays are the ultimate for pavement preservation.

When the road starts to get rough, there’s one low-cost solution that’s good for the long run: a thin asphalt overlay. Studies have proven that while thin overlays are fast and economical to construct, they still deliver long service life and low life-cycle cost. Road users immediately get a smoother, quieter ride – and they’ll be able to appreciate these benefits for many years.

Fight the stress of low budgets and high needs – use thin asphalt overlays.

NAPA’s new technical publication *Thin Asphalt Overlays for Pavement Preservation* (order number IS-135) will tell you all you need to know. Order online at www.hotmix.org, or use the toll-free order line at 888.600.4474.
# Petition To Support Transportation Funding

The Associated Pennsylvania Constructors (APC) Educational Trust Fund has launched an on-line petition supporting a comprehensive solution to Pennsylvania’s transportation funding needs. It is to be promoted with a growing number of billboards, and the organization is also looking into utilizing other media.

The initiative is part of a campaign to support the Transportation Funding Advisory Commission’s recommendations to create sustainable and comprehensive funding mechanisms for our industry.

The petition is at:


---

## Asphalt Cement Index Price

<table>
<thead>
<tr>
<th></th>
<th>ZONE 1 English Units</th>
<th>ZONE 2 English Units</th>
<th>ZONE 3 English Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>August</td>
<td>618.00</td>
<td>578.50</td>
<td>539.00</td>
</tr>
<tr>
<td>July</td>
<td>635.00</td>
<td>594.00</td>
<td>553.00</td>
</tr>
<tr>
<td>June</td>
<td>648.00</td>
<td>600.50</td>
<td>553.00</td>
</tr>
</tbody>
</table>

We encourage members of our industry - senior management and all employees - to become early signers of this petition, which will be forwarded to Governor Corbett and members of the General Assembly to demonstrate public support for addressing the funding issue.

The petition requires only your name, address (to enable your petition to be forwarded to your state representative and senator) and e-mail address. Providing your telephone number is optional. Your name and address will be provided to your legislators.

Neither your e-mail address nor your phone number will be shared with anyone. You may receive periodic e-mail updates on this issue, including future requests to follow up with another e-mail or phone call to your elected officials as the General Assembly gets closer to voting on funding legislation. You may unsubscribe from the list at any time.
The image below may look like a map of favorite truck stops and restaurants in and around Pennsylvania. The screen shot below is actually a preliminary map of over 200 bituminous plants listed in PennDOT’s Bulletin 41. The idea behind this type of map began over a year ago when Gary Hoffman needed a quick way to respond to a potential customer looking for a nearby plant, and began collecting information from the suppliers. PennDOT is continuing to expand their use of geographic information systems (GIS) to support project delivery and was interested in locating all of the approved plants currently listed in their Bulletin 41. The map is almost complete, but additional information is still needed from a few more suppliers. As one might expect, a first glance at the map shows the plant locations clustered around major urban centers and along major interstates, while the northern tier is nearly blank. The green pinpoints are the PennDOT District Offices and Central Lab.

Putting this map together has required a bit of detective work, help from PAPA members, and sometimes sheer luck in locating a plant by satellite image. Plants were located through a business names search, responses to the PAPA plant location survey last year, and information posted on contractor and supplier’s websites. For some of the plants located “in the middle of nowhere”, the supplier code and plant location name in Bulletin 41 provided the first clues for a general location by the county and township, and further inspection of the satellite image helped to pinpoint the plant.

PAPA is currently in the process of confirming the locations of approximately 45 plants. These locations will be added and confirmed on the Google map. PennDOT will then pull the latitude/longitude data for the supplier locations into their GIS. Once the plants are entered into GIS, the data could make analysis for proximity to Districts and project locations possible. Since all of the plant locations were initially marked in Google maps, PAPA will be able to manage and share this web based data with the industry. Additional plant information such as plant capacity, approved mixes, and contacts could be added to the map and accessed by “clicking” on the blue pinpoints.

Thank you for your cooperation in this effort, and we ask that you take the time to respond to additional requests for information to aid us in finalizing this map.
**GREENS LANDING ASPHALT PLANT - Glenn O. Hawbaker, Inc.**

In early June of 2011, Glenn O. Hawbaker, Inc. brought online the Greens Landing Asphalt Plant, in Bradford County, PA. The core of the plant is a E500 TPH Cedar Rapids counter flow drum, burner and baghouse. The plant is RAP capable and consists of six virgin cold feeds of GOH design. The material drag and material storage system is from Astec. It consists of three 300 ton silos with long term storage gates and designed for expansion. The plant presently has three 30,000 gallon asphalt tanks and employs a mass flow meter for metering liquid asphalt into the mix. All components are controlled through a WEM automation package.

Much of the plant was refurbished and built skid mounted at GOH’s Pleasant Gap facility, hauled to Greens Landing, just south of Athens, PA in Bradford County and constructed. The plant is a great asset in support of the northern tier operations and the Marcellus Shale gas activity.

*by: Danny Bauman  
Operations Manager - Asphalt*

---

**KOPPEL PLANT - Lindy Paving, Inc.**

In mid-June, Lindy Paving, Inc. began operations at their new 400 TPH Gencor plant in Kopple Township, Beaver County. The plant is in Beaver Borough just off I-376 exit making north and south access very easy. It contains four 300 ton storage silos with the capability of adding two more. There are six cold feed bins plus two RAP bins with an in-line Eagle crusher system capable of sizing material on request of screen decks.

The plant has three 30,000 gallon asphalt tanks with electric switching valves operated from the control room. Also, the plant is equipped with a warm mix “Green Machine” mechanical foaming device.

The completely automated plant is controlled by clicking on four screens with a mouse and can be viewed or controlled from a remote location if need be.

*by: Paul Reiner  
General Plant Manager*
**Prescott Plant - Pennsy Supply, Inc.**

Pennsy Supply, Inc. held an open-house on April 30th for their new 400 TPH Gencor drum mix plant near Lebanon, PA. This new plant at their Prescott facility replaces and nearly doubles the annual production capacity of the old batch plant at the site. The facility has seven cold feed bins and has RAP and RAS capabilities. The plant also has the approved Gencor “Green Machine” mechanical foaming device for warm mix asphalt (WMA). Five 300 ton storage silos exist with the ability to expand to three more, and there are two truck scales that allow for different orders to be loaded simultaneously. The entire plant operation is computer controlled and fully automated with a Gencor PLC driver control system.

The new plant provides for greater quality control and maximum use of recyclables and can service a 50% larger customer area.

*by: Derek Vanderslice  
Vice President - Asphalt*

---

**CONGRATULATIONS**

To Mr. Dan Hawbaker who received the Ernst & Young Entrepreneur of the Year 2011 Western Pennsylvania and West Virginia Award in the Manufacturing and Construction Category.
PAPA Calendar of Events

Executive Committee Meeting
September 8, 2011
Carnegie House
State College, PA

Board of Directors Meeting
September 9, 2011
Carnegie House
State College, PA

NEAUPG Annual Meeting
October 5-6, 2011
Biltmore Hotel
Providence, RI

Asphalt Paving Quality Improvement Committee
October 19, 2011
PennDOT Materials Testing Division
Harrisburg, PA

Asphalt Institute's Annual HMA Asphalt 101 Seminar
November 9-10, 2011
The Penn Stater Conference Center
State College, PA

Associated Pennsylvania Constructor's Annual Fall Seminar
November 16-18, 2011
The Hershey Lodge
Hershey, PA

Asphalt Paving Quality Improvement Committee
December 12, 2011
The Hotel Hershey
Hershey, PA

Executive Committee Meeting
December 13, 2011
The Hotel Hershey
Hershey, PA

Board of Directors Meeting
December 13, 2011
The Hotel Hershey
Hershey, PA

PAPA 2011 Annual Paving Conference
December 13-15, 2011
The Hotel Hershey
Hershey, PA

Following is the tentative Letting Schedule for Construction Year 2011:

January ........................................... 13 and 27
February ........................................... 3 and 17
March .............................................. 3, 17 and 31
April .................................................. 14 and 28
May ................................................... 12 and 26
June ................................................... 9 and 23
July ................................................... 14 and 21
August .............................................. 4 and 18
September ...................................... 1, 15 and 29
October ............................................. 20 and 27
November ....................................... 10
December ....................................... 1 and 15

Following is the tentative Letting Schedule for Construction Year 2012:

January ........................................... 12 and 26
February ............................................ 9
March .............................................. 1, 15 and 29
April .................................................. 12 and 26
May ................................................... 10 and 24
June ................................................... 7 and 21
July ................................................... 12 and 26
August .............................................. 9 and 23
September ...................................... 13 and 27
October ............................................. 4 and 18
November ....................................... 1 and 29
December ....................................... 6 and 20