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PAPA 2012 Annual Asphalt Paving Conference
December 11-13, 2012
Pennsylvania Asphalt Pavement Association
The Hotel Hershey
Call Association Office For Details: 717-657-1881
“To establish asphalt pavement as the preferred choice for quality, performance, and the environment.” That is the mission statement that was approved by the Asphalt Pavement Alliance’s executive board in March 2012. And every morning, Mike Kvach, the APA’s first executive director, wakes up thinking “what can the APA do today to help our members sell more asphalt?”

The Asphalt Pavement Alliance was initially formed in 1999 and emerged fully funded in 2000 to help the industry maintain its advantage in an increasingly competitive market. For 11 years the APA functioned on a volunteer basis. Members of the National Asphalt Pavement Association (NAPA), the Asphalt Institute (AI), and the State Asphalt Pavement Associations (SAPA) worked together to respond to threats to the asphalt pavement market. Through specialty teams, volunteers and staff from NAPA, AI and SAPA, developed a vast library of documents and publications, created a website, developed a trade show program, implemented an awards program honoring perpetual pavements, developed ads and placed job stories, and commissioned research studies.

However, in 2011 the industry decided that the time had come for a more formalized organization and dedicated full-time staff. An executive board was selected, and in November the Asphalt Pavement Alliance appointed Mike Kvach to lead the organization. Karen Faber, who previously worked for NAPA where part of her duties included supporting the APA, was hired as administrator in December, and in January Robin Klinefelter joined the team as director of marketing and communications.

How does the staff plan to accomplish its mission? “The areas that we’ve identified where we need to focus our resources,” according to Kvach, “are life cycle cost analysis, structural design/MEPDG, environmental issues and state and local legislation.”

Kvach has put together a Field Resource Team, comprised of a dozen of the asphalt industry’s brightest individuals, to support the state asphalt pavement associations in key strategic areas, specifically life cycle cost analysis and implementation of Mechanistic Empirical Pavement Design Guide. The team has already completed one engagement, and several other states have expressed an interest in taking advantage of this valuable resource to help them address these complex issues.

Communication is another focus area for the new APA. Various media strategies and communication vehicles will be used to spread the message that asphalt roads provide more value to taxpayers. “Ninety-four percent of the paved roads in the United States are surfaced with asphalt,” Kvach says. “That’s because asphalt roads last longer, they are more cost-effective, they are better for the environment, and they are smoother and quieter. Our job is to make sure that the individuals who make and affect pavement-type decisions are knowledgeable about these advantages. That is the way we are going to accomplish our mission.”

For more information about the Asphalt Pavement Alliance, visit www.asphaltroads.org, and follow the APA on Facebook at http://facebook.com/asphaltroads or on Twitter at http://twitter.com/asphaltroads.
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President's Message

Let me first say that I am glad to have the opportunity to serve our Association as president. I believe that the Pennsylvania Asphalt Pavement Association is strong and is achieving our vision statement of being “the recognized and respected voice of the Pennsylvania asphalt pavement industry.” This is borne out by the open communications we share with our major customers, the PennDOT and the PTC, and by our good relationships and partnerships with other state and national industry associations. We are also well received when we request meetings with our Congressman, State Legislators and local government officials. And, we are successful because of the active involvement of so many of our members. The statement, “there is strength in numbers”, is certainly true for us.

I cannot thank you all enough for your participation in the numerous standing committees, sub-committees and task forces of PAPA. Together, we have made significant progress on various initiatives including: revising specifications and material acceptance procedures, developing new and competitive products, promoting asphalt pavements, developing and implementing training on “best practices” and supporting industry related research. Much has been accomplished already this year, but there is still a lot remaining to do — the most important of which is securing adequate funding to address the declining conditions of highway infrastructure in the state.

PennDOT’s own pavement and bridge condition data show an overall decline in the last few years, and this will continue in dramatic fashion unless additional funding comes available. But, we do not need condition data to know this. All we have to do is look around. Just five years ago PennDOT placed 10 million tons of HMA on state roads. Last year 6.7 million tons of HMA was placed on state roads, and this year that amount is expected to be down to 5.5 million tons. That means fewer and fewer miles are being rehabilitated each year. We all need to be taking every opportunity to talk with our neighbors, civic organizations and out legislators about the importance of maintaining a good transportation system.

Another thing that we all can do towards keeping our roadway network good is producing consistently high quality and long lasting asphalt pavements. Our customers and the motorists expect this, and we should expect this of ourselves. That is why I have made consistency and quality one of my primary initiatives for PAPA. We will be putting together a new standing committee on quality, and I invite anyone interested in getting on the committee to contact me or Gary Hoffman. This group will develop and oversee implementation of the association’s initiatives to address consistent quality.

Let me close by saying again that I am glad to have the opportunity to serve you as President. Please do not hesitate to contact me or the association’s office if we can help with a specific need or if you have any ideas for the betterment of the Association.

Vincent Tutino
President - PAPA
NCAT Track Results Show Good Performance

By: Courtney Jones, NCAT and Gary L. Hoffman, P.E., PAPA

The National Center for Pavement Technology (NCAT) is a world leader in hot mix asphalt research, development, technology, and education. The center was established in 1986 at Auburn University in Alabama. NCAT performs work in broad areas to include: structural design, construction methods, materials and testing, pavement performance measurement, prediction modeling, pavement preservation, and rehabilitation and recycling techniques.

NCAT's AASHTO accredited laboratory is well equipped to not only perform routine mix design and quality control tests for binders and mixtures; it also has state-of-the-practice capability to perform an array of advanced characterization mixture tests.

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The center is mostly noted for its unique accelerated pavement testing facility that brings together real-world pavement construction with full-scale heavy trafficking for rapid testing and analysis of asphalt pavements. The track is a 1.7 mile oval with 46 different 200-ft. long test sections. Sections are co-sponsored by highway owner agencies and/or industry.

NCAT operates a fleet of heavily loaded tractor-trailers to provide an accumulation of 10 million ESALs over each 3-year test cycle. Pavement performance is monitored continuously over the test cycle for structural capacity, rutting, friction, texture, noise and surface distress by both embedded pavement sensors and non-destructive mechanical devices.

The following article summarizes the documented findings from the recently completed fourth research cycle at the track:

NCAT hosted the fourth Pavement Test Track Conference in February, highlighting how the test track helps turn theory into practice and enables transportation agencies to do more with less. Along with presentations from NCAT researchers, the conference also featured representatives from sponsoring agencies who demonstrated that longer-lasting, safer, more economical roads are the direct result of implementing test track research.

The fourth research cycle began in 2009, when 17 of the track's 200-foot test sections were either reconstructed or rehabilitated. The remaining 29 sections were left in place to allow for additional traffic loading. Trafficking began in August 2009 and ended in September 2011 after 10 million equivalent single axle loads (ESALs) were applied. “The timing of fleet operations was scheduled so that the 25-month testing cycle included three summers,” says Dr. Buzz Powell, NCAT's assistant director and manager of the test track.

Some test sections were built on thick pavement foundations to ensure that surface distresses would be materials-related; other sections had varied asphalt layer thicknesses with embedded instrumentation to measure pavement response to traffic loading. For all sections, pavement performance was quantified on a weekly basis with regard to smoothness,

Continued on page 7...
rutting, raveling and cracking. Objectives for each individual test section and the track as a whole were decided by highway agency and industry sponsors, with economic and environmental sustainability as top priorities.

**HIGH RAP MIXES**

Mixes containing up to 50 percent recycled asphalt pavement (RAP) have performed successfully at the test track, providing excellent rutting resistance and durability. Two structural sections containing 50 percent fractionated RAP were placed in 2009 as part of the Group Experiment - one mix was conventional hot mix asphalt (HMA) and the other was warm mix asphalt (WMA) produced using a water-injection foaming process. Both sections used unmodified PG 67-22 binder, whereas the control section contained all virgin materials and polymer-modified PG 76-22 binder in the top two layers. After 10 million ESALs, both high-RAP sections performed as well as the control, with minimal rutting, very small changes in smoothness and texture, and no observed cracking. The increased stiffness of the high-RAP mixes resulted in lower critical tensile strains and sub-grade pressures relative to the control.

Four sections with 45 percent RAP were left in place from the previous cycle of testing, accruing a total traffic loading of 20 million ESALs. These sections compared different virgin binder grades (PG 52-28, PG 67-22 and PG 76-22). All four sections had exceptional rutting performance, with contents combined with unmodified binder.

**WARM MIX ASPHALT**

In addition to the warm-mix asphalt (WMA) test section with 50 percent RAP, two structural sections comparing WMA technologies - water-injection foaming method and a chemical additive - were also constructed at the test track as part of the 2009 Group Experiment. After the application of 10 million ESALs, rut depths were satisfactory in both WMA sections. They were slightly higher than those in the control section, probably due to less binder aging and absorption during production. There were also few practical differences between the WMA sections and the control with regard to structural response, according to Dr. David Timm, Brasfield and Gorrie Professor of Civil Engineering at Auburn University. No cracking was evident in either section and lab test results indicated greater fatigue life expectations for the WMA sections relative to the control.

**ALTERNATIVE BINDERS AND BINDER MODIFIERS**

Several alternative binders and binder modifiers were evaluated during the 2009 research cycle, investigating ways to reduce the quantity of asphalt materials needed for construction. Two options - Shell Thiopave, a warm-mix sulfur technology, and Trinidad Lake Asphalt, a pelleted natural asphalt imported from Trinidad and Tobago - were successfully used as partial replacements for refined liquid asphalt in three test sections.

Kraton Polymers also sponsored a structural section incorporating highly polymer-modified (HPM) mixes that were very stiff but strain-tolerant, allowing the test pavement to be designed with an 18 percent thinner cross-section. The excellent fatigue and rutting resistance observed in this section made HPM the material of choice in rehabilitating a nearby pavement section that was completely failed.
Other experimental sections at the pavement test track compared binder modification with ground tire rubber (GTR) and styrene-butadiene-styrene (SBS) polymer. Both laboratory testing and field measurements showed that mixes containing GTR performed comparably to SBS mixes in every way.

**POROUS FRICTION COURSES AND STONE MATRIX ASPHALT**

The benefits of porous friction courses (PFCs) include improved surface friction characteristics, reduced tire spray during rain events and reduced noise from tire/pavement interaction. However, since the structural value of PFCs was unknown, some states attributed no structural contribution at all to PFC layers. Embedded instrumentation at the test track allowed for the structural characterization of a PFC section, indicating that PFCs do contribute to a pavement’s overall structural integrity. A provisional structural coefficient of 0.15 was determined for PFCs, allowing states to optimize pavement designs and make full use of available resources.

As a rehabilitation surface in another section, PFC mix was found to extend the performance life of underlying dense mix with a history of cracking susceptibility. Performance was further improved when the PFC surface was placed with a heavy tack coat using a spray paver compared with conventional tack methods.

A 2009 section sponsored by Georgia DOT evaluated the use of alternative aggregate sources for stone matrix asphalt (SMA), a premium mix used on Georgia’s high-volume interstate highways. The SMA test section contained a higher percentage of flat and elongated particles, yet had excellent performance with regard to rutting, cracking and raveling. These results indicate that aggregate sources meeting Superpave specifications perform as well as the higher-cost cubical aggregate currently used for SMA in Georgia.

**PERPETUAL PAVEMENTS AND STRUCTURAL DESIGN**

Two sections placed in 2003 that were designed to reach terminal serviceability at 10 million ESALs have survived an impressive 30 million ESALs at the test track. Both sections were designed using the 1993 AASHTO Pavement Design Guide, with an asphalt structural coefficient of 0.44 (the Alabama DOT standard at the time). The sections differ with respect to binder grade—one used PG 67-22, whereas the other used SBS-modified PG 76-22. After 30 million ESALs, both sections exhibited minimal rutting and no fatigue cracking. These results indicate that pavements can withstand higher levels of strain than suggested by lab tests, allowing the design of perpetual pavements with thinner cross-sections that are more cost-competitive.

Recent research at the test track has also shown that the asphalt structural coefficient can be increased from 0.44 to 0.54 for flexible pavement designs using the 1993 AASHTO Pavement Design Guide. The coefficient recalibration was based on structural measurements from test sections with a broad range of asphalt thicknesses and mix types, as well as different bases and subgrades. Increasing the coefficient to 0.54 results in approximately 18 percent thinner asphalt cross-sections.

Alabama DOT estimates savings of approximately $40 million per year since implementing the revised layer coefficient for flexible pavement.

**MEPDG PREDICTIONS VS. ACTUAL PERFORMANCE**

Performance data from the 2003 and 2006 structural sections at the test track were compared with performance predictions using the Mechanistic-Empirical Pavement Design Guide (MEPDG). Using the national calibration coefficients generally over-predicted rutting. However, newly calibrated coefficients for the unbound layers produced acceptable rutting predictions. Fatigue cracking predictions were unsuccessful, with poor agreement between measured and predicted performance regardless of the coefficients used. Grouping sections with similar characteristics may result in better fatigue calibration results, an approach which may be helpful in analyzing data for the 2009 sections.

**LAB CORRELATIONS**

Research at the test track is also contributing to further understanding of laboratory performance tests and modeling predictions. The NCAT lab has conducted extensive testing on the mixes from the
...continued from page 8

test sections, and researchers have carefully analyzed data using both the conventional pavement design approach and mechanistic-based methods. One of the key findings is that some of the tests used to assess cracking performance use unrealistic strain levels that result in different performance rankings compared to observations in the field. This is especially relevant in the characterization of high-RAP content mixes.

PLANS FOR 2012 RESEARCH CYCLE

The focus of research for the test track’s fifth cycle, scheduled to begin this summer, will be exploring ways to help transportation dollars go further. A number of sections from the fourth cycle, including the WMA and 50 percent RAP sections, will likely remain in place for further trafficking as part of the Preservation Group experiment. Pavement preservation treatments (e.g. thin overlays and inlays, microsurfacing, chip seals and other surface treatments) will be applied when a predetermined level of distress is reached. Further performance monitoring will allow researchers to determine the life-cycle cost of various pavement preservation alternatives relative to pretreatment condition.

Preservation treatments will also be applied to a local county road that provides access to a quarry and asphalt production facility. The existing pavement condition varies from good to poor. This study will expand the scope of testing on the NCAT Pavement Test Track into a “proactive versus reactive” experiment that defines the relationship between life-cycle performance and pretreatment condition for popular preservation alternatives.

Multiple sponsors will also be participating in the Green Group, which will be constructed this summer using high recycled contents - both RAP and recycled asphalt shingles (RAS) - in addition to unconventional materials and alternative design methodologies. The goal will be to assist states with implementation of these green technologies that have the potential to reduce initial construction cost, pavement thickness and environmental impact.

There are many sponsorship options available at the NCAT Pavement Test Track. For more information, go to www.pooldfund.org/Details/Solicitation/1325 or contact Dr. Buzz Powell at 334.844.6857.

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Traditionally, one of the most important events on the PAPA calendar every winter are the Regional Technical Committee Meetings. This year was no different. The meetings which are held in three different locations across the state are a way for the Technical Committee to prepare our technicians and workers for the coming season. It is also a great way to understand how each of the PennDOT Districts are going to implement any new programs or specifications, as they are always well represented at the meetings. This is done by presentations by PennDOT, the Pennsylvania Turnpike Commission and industry with time allotted for questions and spirited discussion both during the sessions and the breaks. The meetings were held during the week of March 20th in Allentown, State College and Indiana. These cities are chosen for meeting locations to assure that every company, PennDOT and the Turnpike can have their employees attend one of the sessions without involving an overnight stay.

The technology transfer that takes place allows PAPA to award “Continuing Education Credits” to those in attendance. This year again we were at or near capacity for each of the sessions with a total of almost 350 participants. Three of the Department stalwarts that we continue to rely upon year in and year out for presentations are Tim Ramirez-Engineer of Tests, Troy Lehigh-Bituminous Lab Manager, and Garth Bridenbaugh-Team Leader Districts 2 & 9. In addition this year, Scott Nazar-Chief Pavement Materials Section for PennDOT, and Terry Dreher-Materials Management Supervisor for the Pennsylvania Turnpike Commission, were both additional welcomed speakers this year.

Continued on page 11...
The agenda (see below) which is put together by the agencies and PAPA, address what are believed to be the most current critical technical issues and attempts to balance issues pertaining to both plant and field.

**PAPA 2012 Regional Technical Committee Agenda**

1. Open Discussion
2. 2011 Summary of Lot Payments
3. Warm Mix Concerns
   - DOT Goals
   - TSR Tests
   - Anti Strip Requirements
4. Gmm Testing
   - PAPA Test Results
   - 2012 Test Program
5. Density Limit Changes
6. Electronic State Book
   - Documentation for Corrective Action
7. Longitudinal Joint Density Update
8. Thin Mix Overlay Projects
9. Penn State RAP Study
10. Warranty Specification Projects
11. PWL Specification Status Update
12. Care and Custody of Samples
13. Widener Specification
14. RAP Usage
15. Safety Edge Specification

As a result of discussion that took place during the sessions, it was decided to do a round-robin study of how $G_{mm}$ field sample values compared to $G_{mm}$ plant sample values. It was requested that longitudinal joint density results continue to be submitted to PAPA so that we can continue to monitor the progress that is being made with the joint density results. Another issue we are also trying to make some headway on is the use of plant mixed WMA for TSR testing as opposed to the current specification that only allows the use of lab prepared mixture by an approved lab foamer.

If you attended one of this year’s meetings, I’m sure you will agree that there is a great deal of information discussed that will help you in the upcoming season. If you were not able to attend this year’s meeting, we look forward to seeing you next year.
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Stormwater Runoff

For a number of reasons, there is nationwide focus on stormwater discharges into surface water; and issues regarding material storage piles have come up in Pennsylvania. The specific problem is runoff from material storage piles. Depending on the circumstances, pile runoff is sometimes considered “process water” and not just stormwater.

Many asphalt hot mix plants are located near large quarries, and stormwater flows into the quarries. In such instance, there is little concern about the category of materials in runoff from piles because large quarry discharges are typically covered under an overall National Pollution Discharge Elimination System (NPDES) permit. In instances where hot mix plants are not under a quarry NPDES, individual permit, or in an overall quarry drainage situation, the facility may need an individual NPDES permit or a General Stormwater Permit.

The Association is planning upcoming training on stormwater management and surface water discharges permitting and accepted practices. Watch for an e-mail from the Association to announce the timing of this important training which is planned to be held at several locations throughout the Commonwealth. The training will be combined with Contingency Plan training. One person at each hot mix asphalt plant site should have Contingency Plan training at intervals of 3 - 5 years.

Asphalt Cement ASTs - Do They Require DEP Registration As Above Ground Storage Tanks?

Questions were raised in April by certain Pennsylvania Department of Environmental Protection (PADEP) staff, as to whether or not asphalt cement tanks need to be regulated and registered as above ground storage tanks. Gary R. Brown, P. E. of RT Environmental Services, Inc., who is on the PAPA Environmental Committee, spoke with PADEP’s storage tank chief and learned that there appears to be misunderstandings on the different types of certain asphalt materials. Asphalt cement, as it is delivered from the refinery where the material is generated, is not a liquid at 60ºF; so, there is no reason to register the tanks under the PADEP program. Materials in ASTs which are regulated are only those considered to be “liquids” at 60ºF.

Confusion is found in Material Safety Data Sheets, many of which cover not only asphalt cement, but certain “cut back” and emulsified asphalt materials. PADEP also has a list of asphalt materials which are regulated, and asphalt cement, as used in hot mix and warm mix asphalt, is not on that list.
Robert (Bob) Nicotera passed away on Wednesday, January 18, 2012. Bob was an avid supporter of PAPA through PAPA’s engineering and architectural consultant member Johnson, Mirimian and Thompson of York, PA. Bob supported several PAPA statistical experimental designs concerning asphalt plant variability and established variances associated with the various asphalt ignition furnaces. He provided all the data analysis to PAPA. He was also actively involved with assisting in the development of several PowerPoint presentations on the implementation of SUPERPAVE and attendant quality control practices.

But most of all, many of us at PAPA will remember Bob’s untiring assistance with the PAPA display booth utilized at the PAPA and APC annual conferences. He aided PAPA staff members with answering asphalt technical questions and assisted with technical literature distribution. He provided invaluable assistance with PAPA’s LCD projector used during conferences for many presentations. At times he voluntarily provided computer maintenance assistance.

Bob was born in Steelton, PA, and was a graduate of Steelton High School and Penn State University, majoring in materials science. Upon his college graduation, he took a position with the then Pennsylvania Department of Highways. He worked briefly in design and then assumed a position in the Bureau of Materials, Testing and Research’s structural division. Later, Bob worked in the materials section establishing computer support for the various laboratories and development of the bituminous concrete specification. He was co-author of PennDOT’s publication “Statistical Quality Control of Highway Construction” and participated as an instructor for a number of FHWA training courses throughout the United States and Canada. Upon his retirement from PennDOT, Bob worked part-time for Johnson, Mirimian and Thompson. He was involved in several contracts with the Pennsylvania Turnpike Commission.

Bob was a devoted family man. He and his wife Roberta (Bobbie) were married 50 years and had four daughters (Andrea, Leslie, Lisa and Bobbie Jo). He was the proud grandfather of two grandsons, Patrick and Corey. Bob was happiest when his home was overflowing with friends and family, and he often wore an apron while he cooked! Through the years, he could be found in the kitchen at his church and Trinity High School always helping others. We at PAPA will remember his smiling face, enthusiasm and willingness to serve voluntarily.

By: Ronald J. Cominsky, P.E.
In the Spotlight

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PAPA Calendar of Events

CONFERENCE PLANNING COMMITTEE MEETING
Tuesday, July 24, 2012
PAPA Office
Harrisburg, PA

LCCA/ALTERNATE BIDDING MEETING
Tuesday, July 24, 2012
PennDOT Materials Testing Lab
Harrisburg, PA

PENNSYLVANIA TURNPIKE COMMISSION ANNUAL MEETING
Wednesday, August 1, 2012
Turnpike Main Office
Middletown, PA

2012 SAPA ANNUAL MEETING
August 3-7, 2012
Grand Hotel Marriot
Point Clear, AL

EXECUTIVE COMMITTEE MEETING
Thursday, September 6, 2012
Nittany Lion Inn
State College, PA

BOARD OF DIRECTORS MEETING
Friday, September 7, 2012
Nittany Lion Inn
State College, PA

NESMEA ANNUAL FALL MEETING
October 22-23, 2012
Hilton Philadelphia Airport Hotel
Philadelphia, PA

NEAUPG ANNUAL FALL MEETING
October 24-25, 2012
Hilton Philadelphia Airport Hotel
Philadelphia, PA

APC ANNUAL CONFERENCE
November 14-16, 2012
Hershey Lodge
Hershey, PA

EXECUTIVE COMMITTEE MEETING
Tuesday, December 11, 2012
The Hotel Hershey
Hershey, PA

BOARD OF DIRECTORS MEETING
Tuesday, December 11, 2012
The Hotel Hershey
Hershey, PA

PAPA ANNUAL CONFERENCE
December 11-13, 2012
The Hotel Hershey
Hershey, PA

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 29

Following is the tentative Letting Schedule for Construction Year 2013:

January ........................................ 17 and 31
February .................................... 14 and 28
March ......................................... 14 and 28
April ........................................... 11 and 25
May .......................................... 9 and 23
June .......................................... 6 and 20
July .......................................... 11 and 18
August ..................................... 1, 15 and 29
September ............................... 1, 15 and 29
October ................................. 12 and 26
November ............................. 10 and 24
December ..................... 5 and 19