When asphalt plants are located in or adjacent to surface mines 6

Committed to scientific and engineering research 8

Partnering with PennDOT and the Turnpike Commission 11
In This Issue

3 PAPA BOARD SLATE
5 PRESIDENT’S MESSAGE
6 ENVIRONMENTAL UPDATE
8 PAVEMENT ECONOMICS COMMITTEE
11 PAVING AWARDS
16 INVESTING IN OUR FUTURE
17 NEW MEMBERS
19 PAPA CALENDAR OF EVENTS
20 2014/2015 PENNDOT LETTING SCHEDULE

Pennsylvania Asphalt Pavement Association
3540 N Progress Avenue
Suite 206
Harrisburg, PA 17110-9637

Phone: (717) 657-1881
Fax: (717) 657-0687

www.pahotmix.org

Check out the PEC article on Page 8
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VINCE TUTINO
LINDY PAVING, INC.
Good to see many of you at our annual conference at Hershey earlier this year. I want to thank all who attended and who continue to support this great association.

As we move forward into 2014, our association will continue to take action on several initiatives that support our mission statement of (1) achieving a high level of quality with our finished products, (2) fostering excellent communication and cooperation with owner and regulatory agencies and with its companion trade associations, (3) working with the public and transportation committees at the national, state and local levels of government to obtain adequate funding for the highway infrastructure, and (4) maintaining the integrity and sustainability of this vital industry.

As many of you are aware, we made huge strides with #3 as our legislators passed a comprehensive transportation bill that will add $2.3B in infrastructure investment by year five. Looking through the remainder of this year, it is important for us to continue to support those legislators that voted in favor of this bill as many of them are up for re-election this fall. PAPA is one of the five Associations comprising the TCI-PAC, and we are active participants in the decisions made by the PAC Board. Beyond financial contributions, we should all get involved with our own legislators who voted for Act 89 to help them get re-elected.

On the relationship front, PAPA will be working with PennDOT on the technical components of a warranty specification for asphalt pavements. We believe that as an industry we should stand behind our products and that it is in our best interest to work with the department on a reasonable, well thought out specification that addresses the various elements of risk associated with such a change. PAPA is collaborating with APC on the administrative aspects of a warranty specification and will defer to their lead in this regard.

In terms of quality, we need to continue to focus on placing high quality pavements, especially in the face of the expanded program that has been entrusted to us by the legislature and the taxpayers. Two areas on which PAPA will be working with the DOT are longitudinal joint construction/durability and efforts to optimize mix designs from a performance standpoint.

Last but certainly not least, we will continue to combat the cement industry’s marketing and lobbying "blitz" here in PA. PAPA is taking an active role, both financially and with task group representation, in NAPA’s $1M research program to address some of the cement industry’s unsupported claims. See the article on the NAPA PEC work in this newsletter. Thanks to all who contributed to this important effort.

As you can see we are busy here at PAPA to continue to support, promote, and improve our industry. Good luck with the 2014 season and know that the Association Staff and I are here if you need us. Please don’t hesitate to call with any comments, suggestions, or offers of assistance.

Thank you.
Brock Myers
President, PAPA
Stormwater Permits Where Asphalt Plants Are In Surface Mines

The Association reached agreement with the Pennsylvania Department of Environmental Protection (PADEP) on how asphalt plants are permitted from a stormwater standpoint, when they are located in or adjacent to surface mines.

The key issues are as follows:

- It is important that producer members with asphalt plants in surface mines meet with DEP at least 6 months in advance of when the NPDES Stormwater Renewal Application for the surface mine has to be filed.
- A separate NPDES Application, sent to the DEP Regional Office (and not DEP Non-Coal Mining) could be needed where there are differences in the mining permit boundary, the asphalt plant location, and the drainage permit boundary. If there is flow from the asphalt plant into a different watershed, or when the asphalt plant stormwater runoff flows through another property before it flows into the surface mine, a separate permit may be needed.
- The asphalt plant has to have an NPDES application in to the DEP regional office more than 180 days before the reclamation is complete when the surface mine is finishing reclamation and is to be closed and the asphalt plant operation is to continue operations on the site.
- Most plants needing a permit will be able to operate under PAG 3, which is DEP’s General Industrial Permit for stormwater. However, there may be individual cases where compliance issues for the surface mine discharge point exist. Details of how to proceed in those situations will have to be decided in a Pre-Application Meeting with PADEP.

PPC Plan Recertification - Annual Frequency for Some Facilities

Facilities that have prepared a Preparedness, Prevention and Contingency Plan (PC Plan) under the PADEP’s “guidelines for the Development and Implementation of Environmental Emergency Response Plans” (400-2200-001 / August 6, 2005) and which are EPCRA Section 313 Facilities, must comply with Section 2, element H of the “Supplemental Guidance for the Development and Implementation of Preparedness, Prevention and Contingency (PPC) Plans Under the national Pollutant Discharge Elimination System (NPDES) Storm Water Permitting Program.” The Supplemental Guidance can be found in the Addendum to the Guidelines.
There have been situations where truck bed release agents MSDS forms have not fully described the hazardous substances in the material. It has been found that there are substances of concern and materials present which require a calculation to confirm that there is no potential offsite runoff of these substances into streams or lakes. Concentrations of these constituents of concern can be significant at discharge points.

Airports now use some of these same materials used as truck release agents at asphalt plants as deicers. In deicing situations, DEP requires a calculation to show that the runoff will not have toxic concentrations of the materials at the discharge point. If there is any question on impact, a thorough review of the Material Safety Data Sheet is required to determine concentration of any constituents of concern. A review of where stormwater discharge may impact any waters of the Commonwealth should be completed.

The Association believes that the purchaser of the release agent should ask for/ know the specific components and concentrations if they are not listed on the MSDS.
Why Research with a Focus on Innovation?

Drivers want their roads to be safe, comfortable, and clear of congestion, we call that concept drivability. Road owners want roads that deliver on the promise of drivability while being economical to build and easy to maintain. As road builders, we have to deliver both for our customers, the road owners, and for our customers’ customers, the driving public.

The asphalt pavement industry has a long history of investing in scientific research and technological innovation to ensure a safe, durable, high-performing product is delivered to our customers and the driving public. For decades, asphalt pavements have dominated road building for very good reasons. Asphalt pavements are versatile, weather- and wear-resistant, quick to construct, and cost effective.

But the industry has never taken the broad reach of asphalt pavements for granted. As individual companies and as an industry, asphalt producers and pavers have investigated, developed, and put to use technical and engineering advances to improve the quality of our nation’s roads. These advances range from engineering innovations such as floating screeds, cold milling machines, and drum mixers to material advances such as Stone Matrix Asphalt, Superpave, and Warm-Mix Asphalt (WMA) to design innovations like Perpetual Pavement and Thinlays.

To help maintain asphalt’s competitive edge in the pavement market, research and innovation have been core values for the National Asphalt Pavement Association (NAPA), the State Asphalt Pavement Associations (SAPAs), and the industry as a whole. In
the early 1980s, the NAPA Research and Education Foundation supported the establishment of the nation's preeminent asphalt pavement research facility, the National Center for Asphalt Technology (NCAT) at Auburn University in Alabama. Since 1986, NAPA has invested more than $15.7 million to support NCAT's research and projects. Now, NCAT is the world leader and acknowledged authority on asphalt pavements.

More recently, our industry reaffirmed its commitment to scientific and engineering research with the establishment of the Pavement Economics Committee (PEC). Through the PEC, NAPA and the SAPAs are funding groundbreaking research and development activities to support innovations in asphalt pavement design, specification, and use. Industry willingness to invest in the research and development projects and then to put the research into practice at plants and jobsites is something that sets the asphalt industry apart. By working together to continually improve our product and support innovation, our industry is well positioned for the future.

What is the Pavement Economics Committee?
State DOTs and other road owners entrust us to build smooth, long-life pavements that enhance the economic competitiveness of our nation. The asphalt pavement industry recognizes that while road owners rely on us to be technical experts and a resource when it comes to road design, construction, and maintenance, it is of paramount importance that we scientifically evaluate and engineer our products. The PEC, along with NCAT, helps achieve these goals by supporting research that helps ensure high-quality asphalt pavements are delivered to road owners and the driving public.

Organization Structure and Funding
Since the PEC’s inception, the 38 SAPAs have unanimously supported the Committee — both financially and by serving on the six Task Groups. Over a two-year period, the industry will raise more than $1 million to support research efforts and legislative initiatives. The Pennsylvania Asphalt Pavement Association quickly emerged as an industry leader — nearly doubling the PEC’s first-year request for funding from the state.

The program is funded through a joint NAPA-SAPA fund and is guided by the PEC and its six task groups made up of NAPA contractor members, SAPAs, and NAPA staff. The task groups identify needs in research development and technology implementation, and they propose research projects. The six task groups are:

Best Quality & Competitiveness, which works to increase the use of recycled materials, WMA, and other technologies while maintaining quality asphalt pavements in order to reduce costs and maintain competitiveness.

Environmental Sustainability, which focuses on life-cycle assessment, pavement impacts on vehicle fuel use, pavement reflectivity issues, pavement sustainability rating systems, and water quality.

Pavement Design, which highlights the need for local calibration of the Mechanistic-Empirical Pavement Design Guide (MEPDG) for proper implementation, as well as develops user-friendly, Web-based pavement design software and promotes the use of long-life Perpetual Pavement designs.

Pavement Preservation, which promotes the use of Thinlay (thin asphalt overlays) and other innovations in asphalt overlays for pavement preservation.

Pavement Type Selection, which provides guidance on estimating service life and maintenance time periods, costs and cost-saving factors/inputs for life-cycle cost assessments (LCCA), as well as the benefits of price adjustment clauses for
pavement type selection procedures.

**Legislative**, which works to ensure that lawmakers understand the advantages of asphalt pavements while also rebuffing legislative efforts by other industries to impart partiality in pavement type decisions.

**Task Group Activities**
These task groups are each responsible for overseeing several projects that are being conducted by a variety of experts, including researchers at the National Center for Asphalt Technology (NCAT), Michigan Technological University (MTU), and Arizona State University (ASU).

For example, one major initiative is to examine rideability over the life of a pavement. NCAT is using historic data on pavement smoothness to determine the service life or performance of a pavement in terms of ride quality. In a separate, two phase project, MTU has developed a user-friendly database that can be used to compare the smoothness or roughness of pavements, as well as the change in smoothness over the life of a pavement. Multiple studies, including government-sponsored studies, have determined that the most important pavement condition relative to fuel consumption is surface roughness. The rougher the road, the greater the fuel consumption for vehicles travelling over it. In the second phase of this project, MTU is developing a tool to evaluate emissions during the use phase of a pavement project based on smoothness measures. With this tool, stakeholders will have actual data to determine that smoother roads have a direct influence on reducing emissions over the life of a pavement and the same data can also help in quantifying the environmental life-cycle impacts of a pavement.

Environmental impacts are an increasingly important part of the decision-making process for infrastructure projects. The urban heat island effect (UHI) is one such environmental concern that is affecting pavement type decisions. Because light surfaces reflect energy and dark surfaces tend to absorb energy, some local governments, as well as some green construction codes, have sought to require the use of lighter-colored pavements. However, scientific examinations of what happens to the energy reflected by light-colored surfaces and pavements indicate that there may be unexpected consequences associated with relying on reflectivity alone to mitigate UHI. The Asphalt Pavement Alliance (APA), NAPA, and the SAPAs have invested in research at ASU that raises the awareness of the problems of oversimplifying UHI mitigation and catalogs these unintended consequences, including the need for increased resources to cool buildings, costs to maintain light surfaces, and social concerns such as the influence of reflected radiation on human health.

Of course, in times of tight budgets, concerns about drivability and sustainability can end up being set aside in favor of concerns about affordability. The construction industry faces two major challenges here: stagnant highway funding and variability in material prices. These challenges have created an extremely competitive pavement market, so we continue to optimize our product. As an industry, we simply cannot afford to overdesign or overlook innovations that make asphalt pavements more effective and less expensive. For this reason, NAPA and the SAPAs have a task group focused on improving pavement design and incorporating innovations our industry is known for, but are not typically considered in the design process. NCAT is leading the way on this project to provide best practices for optimizing flexible pavement design with mechanistic-empirical design methods. To reach the consulting engineers and the engineers of tomorrow, NAPA and the SAPAs are supporting the development of an easy-to-use design tool that is readily available on the Internet and as an app for tablets and smartphones. The tool, developed by Pavia Systems, will allow users to design technically sound pavement designs and perform structural analyses that encompass the major design methods. Future add-ons to the tool will include cost-estimating guidance and sustainability measures. This tool will be ready in this summer.

Finally, the pavement preservation task group is looking to help cash-strapped agencies better maintain the existing road network. Thin asphalt overlays offer the highest value to public and private road owners and NAPA has a comprehensive ef-
Quality Asphalt Pavement Awards

PARTNERING WITH THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION, AND THE PENNSYLVANIA TURNPIKE

PAPA partnered with the eleven PennDOT Districts and the Turnpike Commission to select and recognize top quality asphalt pavement projects for 2013. Paving projects were evaluated on specific criteria: ride, mix quality, joint construction, mat compaction, and innovative features.

The process of selecting the top quality project in each District and the PTC revealed numerous projects completed with very high quality. The selection process also highlighted attributes of asphalt pavements like smoothness that make them the preference of motorists.

The eleven selected PennDOT and one PTC project are listed below, and award recipients are shown on the following pages.

### PAPA/Pennsylvania Department of Transportation Awards - 2013

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Project</th>
<th>Materials Producer</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-0</td>
<td>Mercer</td>
<td>SR 0080, Section A17</td>
<td>Lindy Paving, Inc.</td>
</tr>
<tr>
<td>2-0</td>
<td>Potter</td>
<td>SR 0872, Section 624</td>
<td>Glenn O. Hawbaker, Inc.</td>
</tr>
<tr>
<td>3-0</td>
<td>Tioga</td>
<td>SR 15, Section M57</td>
<td>Glenn O. Hawbaker, Inc.</td>
</tr>
<tr>
<td>4-0</td>
<td>Luzerne</td>
<td>SR 309 – 91283</td>
<td>Reading Materials, Inc.</td>
</tr>
<tr>
<td>5-0</td>
<td>Berks</td>
<td>SR 183-055</td>
<td>Haines &amp; Kibblehouse, Inc./J. D. Eckman, Inc.</td>
</tr>
<tr>
<td>6-0</td>
<td>Montgomery</td>
<td>SR 0023 99S</td>
<td>Reading Materials, Inc.</td>
</tr>
<tr>
<td>8-0</td>
<td>Lebanon</td>
<td>SR 0022 045</td>
<td>Pennsy Supply, Inc.</td>
</tr>
<tr>
<td>9-0</td>
<td>Blair</td>
<td>96929 Blue Knob MC</td>
<td>Grannas Bros.</td>
</tr>
<tr>
<td>10-0</td>
<td>Jefferson</td>
<td>SR 310, Reynoldsville South</td>
<td>HRI, Inc.</td>
</tr>
<tr>
<td>11-0</td>
<td>Beaver</td>
<td>376, Center/Hopewell Twps.</td>
<td>Lindy Paving, Inc.</td>
</tr>
<tr>
<td>12-0</td>
<td>Washington</td>
<td>SR 79, Section 17R</td>
<td>Lindy Paving, Inc.</td>
</tr>
</tbody>
</table>

### PAPA/Pennsylvania Turnpike Commission Award - 2013

**Luzerne/Carbon Counties** - Bituminous Resurfacing Between MP A-95.17 to MP A-105.01 - Reading Materials, Inc.
Congratulations to outstanding work

District 3-0, Glenn O. Hawbaker, Inc.

District 4-0, Reading Materials, Inc.

District 5-0, Haines & Kibblehouse/J.D. Eckman

District 6-0, Glasgow, Inc.

District 8-0, Pennsy Supply, Inc.
all involved in the
on these projects.
IF A CAR DRIVES ON THE ROAD AND NO ONE HEARS IT, THAT’S DRIVABILITY

To reduce road noise and help keep neighborhoods quiet, asphalt pavement engineers have developed special mixes like open-graded/fine-graded surfaces, as well as modified, rubberized and stone-matrix asphalt that can lead to pavement-tire noise reductions as great as 7 decibels. * No wonder 85% of engineers, developers, transportation officials and other key stakeholders chose asphalt as the quieter ride. ** Smoother, quieter, fewer delays... that’s drivability. That’s asphalt.

LEARN MORE AT WWW.DRIVEASPHALT.ORG

* World Road Association (PANC). Quiet Pavement Technologies. Report 2013/010EN; 2013
** Edelman Berland Survey; 2013

The APA is a partnership of the Asphalt Institute, National Asphalt Pavement Association and the State Asphalt Pavement Associations.
**CONTINUED FROM PAGE 10**

fort to advance asphalt overlays, now known collectively as “Thinlays,” as the most effective preservation and maintenance strategy available. Included in this effort is development of an industry position on Thinlays and their use, a marketing campaign to promote Thinlays, and research projects that improve the cost effectiveness of these mixes through the use of recycled materials. The group is also working to quantify the structural value of Thinlays, which can be used to develop a long-life Perpetual Pavement over the course of several maintenance cycles.

This is just a small sampling of the projects that NAPA, in partnership with the SAPAs, is funding to help quantify the superior drivability and value of asphalt pavements. In 2013 alone, 17 projects were awarded through the PEC thanks to the investment of PAPA and the other SAPAs. **PTW**

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**NAPA’s Perpetual Pavement Award**

**PENNDOT DISTRICT 5 RECOGNIZED FOR LONG-LIFE ASPHALT PAVEMENT**

The Pennsylvania Department of Transportation District 5, was one of only eight states recognized with a 2012 Perpetual Pavement award. The award is given to state transportation departments for pavements that are at least 35 years old and have never had a structural failure. The average interval between resurfacings on the selected projects must be no less than 12 years with only routine maintenance activities during the intervals. Engineers at the National Center for Asphalt Technology at Auburn University evaluated and validated the winning projects.

District 5 was recognized for a 2.9 mile stretch of State Road 145, in North Whitehall Township, Lehigh County. The winning pavement was constructed in 1971, with a typical section consisting of a 16-inch subbase, an 8-inch asphalt base and a 1.5-inch asphalt surface course. The road was resurfaced in 1986 with a 1.5-inch surface course, and a 1.5-inch mill and fill was done on the section in 2001. The road currently averages over 10,000 vehicles per day and has accumulated over 3 million ESALs since it was built.

Keith Fink, District Materials Engineer, accepted the award on behalf of PennDOT at the PAPA Conference in January.
Investing in Our Future

AT THE HARRISBURG CHRISTIAN SCHOOL

It is well documented that our nation already faces a shortfall of students entering scientific, technology, engineering and mathematics in order to fill the needs of all the specialized technical jobs in the U.S. This shortfall is apparent in our own paving industry, too, as we look for the next generation of transportation engineers, materials technicians and construction managers. That is why we need to find opportunities to encourage and support our young people to pursue rewarding careers in these disciplines.

PAPA’s Gary Hoffman, P.E. recently teamed with Scott Zeevaardt P.E., VP and Director of Gannett Flemming’s Transportation Division to participate in one of those opportunities during the first Harrisburg Christian School January Term (J-Term) held January 6-10, 2014. “Harrisburg Christian School’s January Term provides students with a week of academically-based, career-focused classes and job shadowing opportunities,” said Philip Puleo, the school’s headmaster. There were nearly 30 different career courses from which to choose, and nine junior and senior high school students selected the engineering career course.

Gary and Scott developed the J-Term engineering curriculum which provided a general overview of all the basic engineering disciplines and then focused specifically on civil and transportation engineering areas and related topics. The students also spent a half-day watching various materials tests being done at the PennDOT Central lab. The entire experience was a very rewarding one for both the students and instructors. The students were genuinely interested and engaged in the exercises. We hope that all of them pursue professions in science, technology and engineering disciplines. And, possibly some will find their way to careers in transportation.
ENGINEERING & ARCHITECTURAL MEMBERSHIP:

KCI TECHNOLOGIES, INC.
Address: 5001 Louise Drive, Suite 201
Mechanicsburg, PA 17055
Delegate: John Brzozowski, Project Manager
Email: John.Brzozowski@kci.com
Phone: 484-576-7877
www.kci.com

VOLKERT, INC.
Address: 4075 Linglestown Road, Suite 233
Harrisburg, PA 17112
Delegate: Mike Flack, Principal
Email: mike.flack@volkert.com
Phone: 717-645-2290
www.volkert.com

ASPHALT SUPPLIER MEMBERSHIP:

PBF ENERGY LLC (PBF HOLDING LLC)
Address: 1 Sylvan Way, 2nd Floor
Parsippany, NJ 07054
Delegate: Alirio Zambrano, Director, Heavy Products
Email: Alirio.Zambrano@pbfenergy.com
Phone: 973-769-5138
www.pbfenergy.com
ASSOCIATE MEMBERSHIP:

ASSOCIATED ASPHALT
Address: 2677 Roanoke Avenue, Southwest
        Roanoke, VA 24027
Mail: P O Box 12626
Delegate: Chris Gusty, Sr., Area Sales Manager
Email: cgusty@associatedasphalt.com
Phone: 540-345-8867
www.associatedasphalt.com

BOMAG
Address: 2000 Kentville Road
        Kewanee, IL  61443
Delegate: Jim Head, Northeast Territory Manager
Email: jim.head@bomag.com
Phone: 240-401-2142
www.bomag.com

CRUSHCRETE, INC.
Address: 1965 Silvex Road
        Bethlehem, PA  18015
Mail: 1035 Mauch Chunk Road
        Bethlehem, PA  18016-1036
Delegate: Michael Smyth, Director Business
          Development
Email: mikes@crushcrete.com
Phone: 610-217-3447
www.crushcrete.com

WILLOW DESIGNS
Address: 1655 Fish & Game Road
        East Berlin, PA  17316
Delegate: Jerod Willow, President
Email: eoawillow@aol.com
Phone: 717-919-9828
www.willowdesignsllc.com

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and respected voice of the Pennsylvania asphalt pavement
industry.”

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2014

OCTOBER 20-22, 2014
NESMEA ANNUAL MEETING
FRAMINGHAM, MA

OCTOBER 23 - 24, 2014
NEAUPG ANNUAL MEETING
FRAMINGHAM, MA

OCTOBER 28, 2014
EXECUTIVE COMMITTEE MEETING
GETTYSBURG HOTEL, GETTYSBURG, PA

OCTOBER 29, 2014
BOARD OF DIRECTORS MEETING
GETTYSBURG HOTEL, GETTYSBURG, PA

NOVEMBER 19-21, 2014
APC/PENNDOT FALL SEMINAR
HERSHEY, PA

North Eastern States’ Materials Engineers Association (NESMEA)
October 21 - noon of October 22, 2014

North East Asphalt User Producer Group (NEAUPG)
Annual Meeting
October 22-23, 2014
Noon Wednesday through Noon Thursday

both meetings held:
Sheraton Framingham Hotel and Conference Center, 1657 Worcester Road, Framingham, MA 01701

Reservations call 1-800-325-3535
refer to hotel location and 2014 NESMEA.NEAUPG Conference

http://www.neaupg.uconn.edu/meetingsevents
ANNUAL PAPA CONFERENCE
JANUARY 26 — 28, 2015
THE HOTEL HERSHEY, HERSHEY, PA
MONDAY-WEDNESDAY

MARCH 17-19, 2015
WORLD OF ASPHALT
BALTIMORE, MD

MARCH 30 2015
EASTERN REGIONAL TECHNICAL
MONDAY
MARCH 31, 2015
CENTRAL REGIONAL TECHNICAL
TUESDAY
APRIL 1, 2015
WESTERN REGIONAL TECHNICAL
WEDNESDAY

BITS & PIECES:
• Minds are like parachutes…. they only function when open.
• There is no such thing in anyone’s life as an unimportant day.
• A final thought… you can either complain that rose bushes have thorns—or rejoice that thorn bushes have roses.

Following is the tentative Letting Schedule for Construction Year 2014

<table>
<thead>
<tr>
<th>Month</th>
<th>Letting Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>16 and 30</td>
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<tr>
<td>February</td>
<td>13 and 27</td>
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<tr>
<td>March</td>
<td>13 and 27</td>
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<td>April</td>
<td>10 and 24</td>
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<td>May</td>
<td>8 and 22</td>
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<td>June</td>
<td>5 and 19</td>
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<td>July</td>
<td>3, 17 and 31</td>
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<td>August</td>
<td>14 and 28</td>
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<td>September</td>
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<td>October</td>
<td>9 and 23</td>
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<td>November</td>
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<tr>
<td>December</td>
<td>4 and 18</td>
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Following is the tentative Letting Schedule for Construction Year 2015

<table>
<thead>
<tr>
<th>Month</th>
<th>Letting Date</th>
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<tbody>
<tr>
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<tr>
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<td>April</td>
<td>9 and 23</td>
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<tr>
<td>May</td>
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<tr>
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<tr>
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<td>3 and 17</td>
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