

Pennsylvania Asphalt Pavement Association

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NEWS BRIEF

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Upcoming PAPA Events

Mark your calendars!

July 25-26, 2023

PAPA / PennDOT Bus Tour – District 9

January 15-17, 2024

Annual Conference, The Hotel Hershey,
Hershey PA

March 19-21, 2024

Regional Technical Committee Meetings

April 17, 2024

Environmental Seminar

July 23-24, 2024

PAPA / PennDOT Bus Tour – District 5

Visit the website for more information.

www.pa-asphalt.org

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PAPA Officers & Board of Directors Update

We are pleased to announce the following changes to our elected Association Officers and Board of Directors:

Officers for a 2-year Term:

- John R. Kibblehouse, Jr. of H&K Group, Inc. has been elected President.
- Dan Ganoë of Lindy Paving, Inc. has been elected Vice President.

Board of Directors for a 5-year Term:

- Curtis Hall, Allan Myers
- Don Overdorff, Quaker Sales
- Brad Regner, Northeast Paving

We would like to thank Scott Grannas for his contributions and faithful service to the Board of Directors and PAPA. Scott will continue to serve on the Executive Committee

Next meeting of the Board is October 2, 2023

Charlie's Corner



One of the stated goals of the Pennsylvania Asphalt Pavement Association is to “continuously improve our product – asphalt pavements.” Over the past eight years of my time as Executive Director and prior to that during Gary Hoffman’s tenure, we have pushed and prodded highway owners to collaborate with us, to improve the performance, quality, safety, sustainability, and resiliency of asphalt pavements. We have and continue to make a lot of progress to that end and through the tireless work of members of our various committees, we continue to pursue new opportunities and initiatives to move the needle of progress ever forward.

So, indulge me please. Let us imagine what “The Future of Asphalt Pavements” should be. Why do you ask? Here is a quote I subscribe to –

“The time your game is most vulnerable is when you're ahead. Never let up.”

-- Rod Laver
Tennis Legend

The United States has 2.8 million miles of roads and 94% are full depth asphalt or covered with asphalt. It is a little higher in PA with close to 97% of the roads full depth or covered with asphalt. So, we do have a high market share of the business. One thing my dad imparted to me when I was playing on a really good Little League Baseball Team is “it’s harder to stay on top, than to get to the top!” Of course, he was right and that is something we need to remember and constantly keep in the forefront of our efforts to innovate.

So, **Visioning “The Future of Asphalt Pavements”** is a project we are working on with the National Asphalt Pavement Association (NAPA). What are the needs of the owners and motorists going to be 5, 10, 20 or more years down the proverbial asphalt road? Will we even need roads in the future if we develop flying cars (think The Jetsons, circa 1962-63)? Well for the sake of argument and our industry, let us plan on still having roads into the foreseeable future. What changes will we need to accomplish to keep them viable, safe, durable, sustainable, reliable, maintainable, etc.? Guess the answer right now is “it depends” but we can postulate on a few items for which we should prepare.

Everyone is aware that there is a great movement to deploy fully electric vehicles. Long term if batteries can be developed that are lighter, hold more electricity to go 500+ miles on a charge, charge in 5-10 minutes, are recyclable, get cheaper, do not degrade with repeated charging, etc., they may become commonplace. The concern is the number of charging stations that may be needed and where to locate them. The Biden Administration has set a goal of deploying 500,000 high speed charging stations by 2030 and has provided \$7.5 billion to states to that end. Currently there are a little over 50,000 charging stations nationwide.

In place of vehicle charging stations, one innovation that is being actively pursued is called vehicle induction pavement charging. An electric vehicle would simply drive over or park on the electric charging device and the car battery would get charged. If you have a wireless charger for your smart phone, that is the idea. You might also hear this technology called “dynamic (in-motion) wireless power transfer technology” (DWPT). Check out this video for a visual explanation <https://youtu.be/Bzth2ItEAbA>. There are several DOTs around the nation working with academic institutions and companies to develop, test, and deploy this type of technology. In July of 2022, the Indiana Department of Transportation and Purdue University [announced](#) plans to develop the world’s first contactless wireless-charging concrete pavement highway segment. The project is being coordinated with a National Science Foundation Engineering Research Center at Utah State University called ASPIRE, [Overview – ASPIRE | Advancing Sustainability through Powered Infrastructure for Roadway Electrification \(usu.edu\)](#) - [Advancing Sustainability Through Powered Infrastructure for Roadway Electrification \(ASPIRE\)](#). The center is funded in part by the National Science Foundation.

Another project that is underway in the US is a Detroit electrified roadway near Michigan Central, a mobility-innovation district under development by Ford Motor Co. “The wireless charging infrastructure will support a suite of use cases involving various vehicle types, including autonomous vehicles, and it will support partners, like



Ford,” noted Jim Buczkowski, the company’s executive director of Research and Advance Engineering.

Electreon’s [Wirelessly Charge Electric Vehicles | Electreon](#) patented wireless in-road EV charging technology will be utilized. After the existing road surface is removed, rubber-coated copper coil segments will be buried 3.15 inches (8 cm) under a new asphalt road surface. The roadway’s coil segments transmit power to an EV undercarriage-mounted receiver via magnetic resonance induction as the EV moves or is parked directly above the coils. A power-management unit located either underground or above-ground near the roadside will transfer the energy from the electric grid to the roadway’s copper-coil infrastructure.

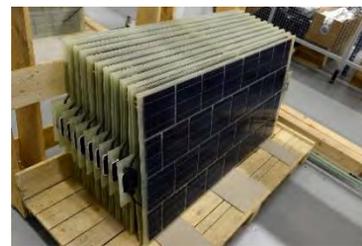
The PA Turnpike (PTC) is going to pilot one of these setups at a service plaza, although it’s a little different than putting the device in a road, you would just park over top of the device and your battery would charge while you were in the building getting lunch or a Starbucks.



The PTC has entered into a partnership with the University of Pittsburgh’s [Impactful Resilient Infrastructure Science and Engineering](#) (IRISE) consortium to assist with developing an electrified roadway plan, plus harvesting energy from pavements. [Pitt’s new \\$2.5 million](#)

[partnership with the Pennsylvania Turnpike aims to improve the state’s roads | University of Pittsburgh.](#)

So, let us move on to some other items that asphalt pavements are or will need to be adapted to. In the last paragraph note that harvesting energy from pavements and bridges is possible, devices can be included in pavements that will generate kinetic energy (the extra energy produced by motion) and thus electricity from movement. PennDOT



and the PTC are getting ready to study the possibility of doing that. There is also ongoing research and even some pilot projects to include solar energy generating technology into asphalt pavements. Wattway [Homepage - www.wattwaybycolas.com](#) is a road pavement that uses traditional solar cells, protected in a patented frame, which allows the road surface to generate clean energy under heavy vehicles.

Wattway debuted with a pilot site in France in 2015, and through a partnership with Hannah Solar and Georgia DOT’s technology proving ground called, [The Ray Home - The Ray | Let’s drive the future.](#) is the first pilot in the U.S. A 50-square meter installation of Wattway solar paving panels was installed in December 2016. The energy generated from The Ray’s Wattway powers the Georgia Visitor Information Center adjacent to the project. Another upcoming demo project is solar noise barriers, which would help reduce highway noise while capturing valuable solar energy. The Ray is working in partnership with Innovia Technology, [Case Studies - Innovia Technology](#) on this and other innovative highway and highway appurtenance opportunities like a roll-over WheelRight tire safety monitoring system, which sends drivers a text message with critical information about their individual tire pressures and tread depths or smart road line stripping material for autonomous – smart vehicles that need to view a highway paint line for guidance. The Ray installed thirteen miles of 3M Connected Roads All Weather Elements line stripping material which are designed for high visibility in all weather conditions, by both human and machine-operated vehicle.

Well, I could write on and on, but my objective was to get you ready for some change and make us aware that our opposition is not sitting on their respective laurels and trying to figure out how to take advantage of these

opportunities. Yes, we still need to work on improving the quality and performance of our product, asphalt pavements, and we are constantly pushing to do that. But we need to figure out the road ahead and plan and prepare for the opportunities and challenges that might be presented. As one of our most forward-thinking Presidents once remarked,

"Change is the law of life, and those who look only to the past or present are certain to miss the future."

— John F. Kennedy

So, buckle up, pay attention to **The Future of Asphalt Pavements**. Our Director of Technical Services, Mary Robbins, Ph.D., P.E. is actively engaged on a joint NAPA – SAPA Task Group to assess what is going on where, by whom and how we can take advantage of all the things mentioned in this article and more. Please email Mary and me if you see any articles, studies, projects, initiatives, etc. related to or mentioned in this article.

Have a safe and productive summer!

Charlie

Charles C Goodhart
Executive Director



Recap of impending Specification Changes
As many of you know, PennDOT seeks input both internally and externally on proposed changes to their Publications. PennDOT shares these changes through what is called a Clearance Transmittal (CT).

There are several PennDOT Publications when changes are proposed, we are often asked to comment on like Publication 242, Pavement Policy Manual; Publication 408, Specifications; and Publication 2, the Project Office Manual. Depending on the subject matter of the CT we ask related PAPA committees to review and provide feedback. We appreciate the tireless service of our members, and we are grateful for the partnership with PennDOT so our voices may be heard.

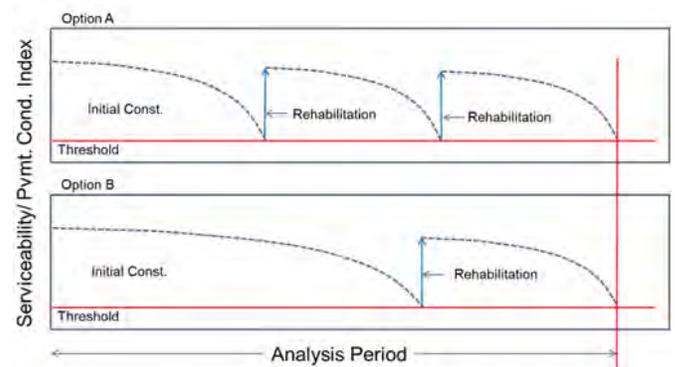
In my year on the job, several pertinent CTs have crossed my desk. Since many of these CTs stand to directly impact

many of our members' in various ways, we thought a bullet summary of the impending changes would be a useful tool. Please see the recently implemented and proposed changes below. Contact Mary Robbins (mary@pa-asphalt.org) with any questions or comments.

- **Life Cycle Cost Analysis (LCCA) for Long-Life Pavements:** Starting in 2021, PennDOT asked both asphalt and concrete industries to help develop maintenance and rehabilitation cycles for use in life-cycle cost analysis (LCCA) of long-life concrete and asphalt pavements. Both industries completed analyses and proposed the timing of maintenance and rehabilitation (M&R) activities specific to each pavement type.

The timing of maintenance and rehabilitation activities have a significant impact on the net present value (NPV) in an LCCA. PennDOT uses the lowest NPV from LCCA for pavement type selection.

In the figure below, assuming rehabilitation and initial construction costs are equivalent between the two options, Option B would have a lower NPV due to the delayed rehabilitation and subsequently the need for fewer rehabilitation activities.



(West, R., N. Tran, M. Musselman, J. Skolnik, and M. Brooks. A review of the Alabama Department of Transportation's Policies and Procedures for Life-Cycle Cost Analysis for Pavement Type Selection. NCAT Report 13-06, Auburn University, AL, 2013.)

Dr. Mansour Solaimanian, Mr. Dennis Morian, and Mr. Gary Hoffman provided a complete report to PennDOT which included a review of the 9 (as of 2019) Asphalt Pavement Alliance's Perpetual Pavement Award winners in Pennsylvania, and a review of PennDOT's Roadway Management System (RMS)

performance data for pavements with 14 inches of asphalt or more. Additionally, the report offered performance and cost comparisons for conventional and perpetual pavements designed for Pennsylvania conditions. M&R timings were proposed based on historical performance of asphalt pavements in the state and predicted performance from perpetual pavement designs for climate and traffic conditions specific to Pennsylvania. The concrete industry provided a performance review of long-life concrete pavements from various states including some with similar climates. Additionally, simulations were completed in the AASHTO PavementME software tool. Performance predictions from PavementME combined with historical performance of long-life concrete pavements outside of Pennsylvania were used to support proposed timing of M&R activities. Prior to acceptance, the proposed concrete M&R cycles were revised to shorten the time to the first M&R activity. Although shortening the concrete cycles was a step in the right direction, in our opinion, the cycles were not shortened enough and there was a lack of sufficient data specific to concrete pavements in Pennsylvania to support the adopted timing of the M&R cycles.

- **Status:** Implemented and available on PennDOT’s ECMS webpage (ecms.penndot.gov). Navigate to Reference -> File Cabinet -> Life-Cycle Cost Analysis Spreadsheet -> Life-Cycle Cost Analysis 6.1

- **Fiberless Stone Matrix Asphalt (SMA) and SMA with 10% RAP:** This CT updated Pub 242 and Pub 408, Section 419 to allow the producer permissive use of fiberless warm mix asphalt (WMA) technology as a stabilizer in the mix and to allow PennDOT districts to specify, if desired, the inclusion of 5 to 10% reclaimed asphalt pavement (RAP) in the SMA mix. In addition to mineral fiber, cellulose fiber, and crumb rubber, producers will now have the option to utilize WMA additives with reduced production temperatures to stabilize the mix and minimize draindown. For SMA mix designs with fiberless technology, some modifications to the current design requirements for voids in mineral aggregate (VMA) and asphalt content may be allowed if approved by the District Materials Engineer (DME). This CT also included a provision: if vibratory rolling is

proposed, the contractor may waive the required demonstration strip, in which case the first 100 tons of the first day’s production would be cored to demonstrate the vibration is not detrimental to the mix.

- **Status:** The deadline for comments was fairly recent, but we anticipate revisions will be finalized for adoption into Pub 242 and Pub 408 in the near future.
- **Composite Pavement Policy:** This CT adds composite pavement (concrete base with asphalt surface) to Pub 242 Chapter 8 and LCCA M&R cycles in Chapter 3 for new construction. Three composite pavement options are presented, differing by the type of concrete base: jointed plain concrete pavement (JPCP), plain cement concrete base, and roller compacted concrete base. Although it is understood PennDOT desires to have a third option for new construction, we have expressed concerns regarding the long-term viability and economics of composite pavements.
 - **Status:** Revisions are still in-progress and the CT is out for comment by the Technical Committee.
- **6.3 mm Non-Polymer Thin Overlay:** This proposed standard special provision requires the use of non-polymer binder (PG 64S-22) for Pub 408, Section 412 to be used on low-volume routes (less than or equal to 2000 ADT). We understand the gradation requirements for Section 412, 6.3 mm polymer-modified binders are an uncommon aggregate size and can be costly to produce. However, we also understand PennDOT’s desire to have a thin overlay mix option for low volume routes.
 - **Status:** Review and revisions are still in-progress.
- **Void Reducing Asphalt Membrane (VRAM):** After several successful pilot projects across the state, a Standard Special Provision was drafted to allow for the use of VRAM at longitudinal joints. Draft verbiage for the inclusion in Pub 242, Chapter 5 was also included in the CT. Through the use of a polymer modified asphalt material sprayed at the longitudinal joint prior to placement of the overlying asphalt layer, voids are filled in from the bottom up as the VRAM liquid is wicked up into the asphalt layer above. The use of VRAM improves in-place density but cannot be utilized in conjunction with Pub 408, Section 405, longitudinal joint density specification due to

additional testing requirements for accurate characterization of cores with VRAM.

- **Status:** A standard special provision has been developed and is available on PennDOT's ECMS webpage (ecms.penndot.gov); navigate to Construction Projects -> Resources -> Special Provisions -> Advanced Search [Select Item Related, and type in provision name: "c00066", leave remaining fields blank and select search]. Inclusion in Pub 242 should be forthcoming.
- **Ride Quality (IRI):** This CT included revisions to Pub 408, Sections 404 and 507, PennDOT Test Method (PTM) No. 428, Pub 2 Section B.6.23, and Form M-7 related to the annual verification process for the evaluation of ride quality. While the intent of this CT was to improve the verification process, this process applies only to lightweight profilers. We took the opportunity to suggest the permissive use of high-speed profilers. Although, out of the scope of this CT, we also expressed concerns and provided recommendations for improving the current 404 and 507 specifications which we hope will be addressed in a later CT:
 - Namely, both specifications imply there are no limits on the amount of grinding that can be done to achieve smoothness that elicits an incentive. This is especially of concern for concrete pavements which according to PUB 242, Appendix G have no SRL criteria and therefore could contain aggregate more prone to polishing. Grinding or milling a significant amount of the project length is contrary to the intent of an incentive/disincentive program. We are of the opinion that limits should be placed on the amount of grinding allowed to remain eligible for the incentive.
 - Payment schedules for Sections 404 (asphalt) and 507 (concrete) differ significantly despite having the same international roughness index (IRI) thresholds. We suggested the incentives be equivalent between the two pavement types.
 - Conditions along the project which exempt an area from the Ride Quality specifications should be revisited. Specifically for mainline pavements, these conditions include short distances between ramps, short distances between bridge decks, the presence of curb and/or the presence of concrete barrier, the density of driveway access points, and the density of appurtenances separately, or in combination with aforementioned conditions.
- **Status:** Some changes have been incorporated in Change 7 of Pub 408.
- **Slab Fracturing:** The intention of this CT was to provide a specification in Pub 408 for slab fracturing of existing pavements. This includes break and seat of existing reinforced concrete pavements and crack and seat of existing unreinforced concrete. The CT was a great first step to getting this important activity into Pub 408, although revisions are still required to further clarify the requirements.
 - **Status:** Review and revisions are still in-progress.
- **Pub 242 – Various Changes:** With this CT several changes were made including minor revisions in Chapters 4, 5, and 10, and in Appendix K. A separate CT was also issued to include pervious pavements in Chapter 6. Appendix L saw several revisions, mainly to correct references to Pub 408, Section 413. Some members have encountered Districts interpreting conditions for which percent within limits (PWL) are appropriate which are not in line with 1) the intentions of PWL or 2) the equipment used to place material, specifically when equipment other than a finish paver is utilized as is the case with patches. We recommended some revisions be made to clarify what is and what is not appropriate and suggested a table denoting material and density acceptance for each paving item be included in the scope of each project.
 - **Status:** Review and revisions are still in-progress.
- **Project Office Manual, Pub 2 Various Changes:** The manual was reviewed, and numerous revisions were made throughout the document. The changes incorporated previous CTs, including that for ride quality.
 - **Status:** Revisions have been implemented to the current version of Pub 2:

- <https://www.dot.state.pa.us/public/PubsForms/Publications/PUB%202/PUB%202.pdf>
- o Meaningful and relevant revisions include the following:
 - **Part B, Section 6.6**, revision to indicate Form CS-4171B (not CS-4171) is to be provided by the Contractor.
 - **Part B, Section 7.5**, regarding RAP storage and handling, Pub 408, Section 314 was added on page 5-1. Previous versions of this section stated, “for additional minimum requirements when incorporating greater than 15% RAP and less than or equal to 35% RAP in an asphalt mixture,” the upper limit, 35% RAP, has been removed throughout the section (pages 5-4, and 5-8). Requirements for plotting test results on straight-line charts for asphalt content and gradation were revised to read “at n=1 and n>3 to n=5.” Lastly, this section was revised to include “other acceptable electronic storage media” as an alternative to saving the temporary electronic plant book to CD.
 - **Part B, Section 7.6**, clarification that hot-bin gradations in the Electronic State Book are for batch plants only. Addition of timeline (within 48 hours) for material test results and project summaries to be entered in eCAMMS. Clarification that “form CS-4171B must be sent to the Project Inspector-in-Charge within one working day after completing the QC tests to certify the material.”
 - **Part B, Section 7.8**, the Asphalt Plant Inspection checklist was revised to include laboratory and truck scales, and clarification that item number 26 is for drum plants only.
 - **Part B, Section 7.20**, “Guidelines: District Truck Weight Monitoring,” has been rewritten.
 - **Part B, Section 7.22**, removed reference to upper limit (35%) for RAP.

- **Part B, Section 9.4**, page 4-1 has been revised to include Pub 408 sections 412 and 419.
- **Part B, Section 9.5**, has been revised to include Pub 408 Section 314. A reference to Pub 408 Section 412, Table D regarding adjustment of contract unit price has been added.
- **Part B, Section 9.10**, title was revised: “Asphalt Mixture Acceptance Sample Dispute Resolution (Requests for Retests).” Table A has been revised to include 4.75 mm and 6.3 mm NMA mixes. Revision made to include asphalt local acceptance tests results will be reviewed by the Districts or Laboratory Testing Services (LTS).
- **Part C, Section 4.2**, was revised to include Pub 408 Section 412 and 6.3 mm NMA mix.
- **Part C, Section 4.3**, revised to include the following:
 - reference to Pub 408 Sections 314, 412, 420 and 489 regarding weather and calendar date restrictions and
 - reference to Pub 408 Section 412 Table B, and Section 489, Table E regarding ranges for the temperature of the asphalt mixture
- **Part C, Section 4.5**, revised to clarify that “On federal oversight projects, Federal Highway Administration (FHWA) concurrence is required.”

Until Next Time!

Mary

Mary Robbins, Ph.D., P.E.
 Director of Technical Services



John B. Warden, III



It is with great sadness we announce the death of John B. Warden, III. He passed away on April 25, 2023 at the age of 64 in Atlanta, Georgia, surrounded by loved ones.

Born on July 25, 1958, John grew up in Harrisburg in a loving blended family with his parents John and Lee, his stepmother Mim, his stepfather Jack, and his siblings Debbie, Alice Anne, Kimberly, and brother Dave. He played baseball for Susquehanna Township with his lifelong friend Phil

Skender. John graduated from the University of Pittsburgh where he studied business and accounting. He was a proud brother of ZBT and made lifelong memories and friends, most notably Alex Paul. John was a successful businessman running Warden Asphalt Company for the past 35 years. He sat on many boards including the Pennsylvania Asphalt Paving Association (PAPA) and the Dauphin County Historical Society. He was also a contributor to many philanthropic causes including Whitaker Center and starting the Fund for the Future.

Most importantly John was a loving father raising two children, Kyle and Ally, with his wife Anne in Harrisburg. In recent years he was fortunate to share his life in Atlanta with his partner, Elaine Diamond and her daughters, Sara and Emily. He shared a passion for the Philadelphia Phillies with his beloved uncle, Andy Musser. He was also known to be passionate about all Pittsburgh sports, the Rolling Stones, U.S. History, a round of golf with friends, and a glass of bourbon.

John is survived by his mother, Lee Fields; step-mother, Mim Warden; siblings Deborah Warden (Neal Epstein, Max, Boer, Kaia, and Daniel), Alice Anne Schwab (Bob Garrett, Anna,

Kate, Ed), Dave Warden, Kimberly Werner (Michael and Lee); his children, Kyle Warden and Alexis Warden Edmonson (Sean) as well as Anne Warden, Elaine Diamond (Sara and Emily). He is also survived by his cousins, Luanne Zimmerman and Allan Musser and many nieces, nephews, and dear friends. John was preceded in death by his father, John B. Warden Jr.; his uncle and aunt, Andy and Eun-Joo Musser and his stepfather, Jack Schwab.

The family would like to acknowledge Chris Daniel, Larry Dunbar, and Mario Davis for their incredible care and compassion in the last few weeks of his life.

If you wish to honor John's memory with a donation, the family would appreciate contributions being directed to the Fund for the Future managed by The Foundation for Enhancing Communities at www.tfec.org/funds/fund-for-the-future/ or The Parkinson's Foundation at www.parkinson.org.

Those wishing to share memories or condolences with the family may visit www.JesseGeigleFuneralHome.com.

John R. "Jack" Kibblehouse



It is with deep sadness that we announce the passing of H&K Group, Inc. (H&K) Co-Founder and Co-Chairman of the Board, John R. "Jack" Kibblehouse. Mr. Kibblehouse departed this earth in the early morning hours of November 2, 2022, at his home in Skippack Township,

PA, surrounded by his family. Known for his firm business focus and calm demeanor, Mr. Kibblehouse joined forces with childhood friend, John B. Haines IV, and partners Terry Koch (deceased), Harry R. "Butch" Budenz and Lee S. Detwiler to form Haines & Kibblehouse, Inc. in 1968. Over the next 50- plus years, Mr. Kibblehouse would play an integral role in setting the underpinnings of the corporation, directing its business operations and steadily guiding growth and expansion of the corporation. In 2007, he was appointed Co-Chairman of the Board, sharing the role with friend and Co-Founder, John B. Haines IV, as the current (or "second generation") ownership structure was

established within Haines & Kibblehouse, Inc. From this juncture, Mr. Kibblehouse guided, directed, and mentored the corporation until illness pulled him away from his tireless duties in early 2022. In its present configuration, H&K Group, Inc., commonly referred to as "H&K," is positioned as one of the largest and most successful privately owned and operated heavy civil contracting and construction materials companies in the Mid-Atlantic Region. Mr. Kibblehouse and the Kibblehouse "K" will forever be emboldened in the brand and remembered as the firm, nurturing spirit behind the region's heavy civil contracting and construction materials giant that H&K has become. Mr. Kibblehouse is also remembered as one of the founding partners of HYK Construction Company, Inc. (HYK), formed with friends and business associates, John B. Haines, IV and Paul Yerk, Jr. (deceased). This trio established Rahns Construction Materials Company (RAHNS) in 1974 in Rahns, Pennsylvania and also formed Rahns Trucking, Inc. in 1999. Since this time, RAHNS has grown into one of the premier ready-mix concrete, precast concrete and trucking powerhouses in the eastern PA/NJ region.

Dennis Morian



Dennis Morian, age 71, of Conneaut Lake, PA passed away Tuesday May 30, 2023 at his residence surrounded by loved ones. He was born on September 22, 1951 in Meadville, PA to the late Donald and Pauline (Smith) Morian. He met and married the love of his life Sherry Kimmell in 1994.

Dennis graduated as valedictorian of New Smyrna Beach High School in FL in 1969. He earned his bachelor's degree from Georgia Tech and his master's degree from Penn State. He was a registered Professional Engineer. He worked for PennDOT for 20 years and then co-owned Quality Engineering Solutions for 24 years. He was active in professional engineering organizations including American Society of Highway Engineers, The Transportation Research Board, Pennsylvania Asphalt Pavement Association, National Cooperative Highway Research Program, and the Association of Asphalt Paving Technology.

Dennis was of the Catholic faith. He enjoyed farming, cattle ranching, and playing basketball and baseball. In addition to his loving wife, Sherry, he is survived by his

children, Nathan Morian of Gardnerville, NV and Stephanie Parker of OH; his grandchildren, Colby and Andrew Morian and Madison, Meagan, and Matthew Parker; three sisters, Melanie Anderson and her husband, Scott of Wheaton, IL, and Kathie Lyman and Karen Morian of FL.

He was preceded in death by his father, Donald Morian and his wife Wilda; his mother, Pauline Smith-Trebbe and her husband, Shannon; and his brother-in-law, Terry Lyman.

Family and friends are invited to call on Thursday June 1, 2023 from 4-7 pm at Dickson Funeral Home and Crematory, 130 N. 2nd St., Conneaut Lake, PA 16316 and Friday June 2, 2023 for 1:00 pm funeral mass at Our Lady Queen of the Americas Church, 155 S. 9th St., Conneaut Lake, PA 16316. Dennis will be laid to rest at Adsit Cemetery.

A donation in Dennis' honor can be made to the Pennsylvania Cattlemen's Association Scholarship Fund, 208 Seneca Hardwood Rd., Cranberry, PA 16319.



Our Association has lost three pillars of our industry with the passing of John, Jack, and Denny. They all gave a tremendous amount of time and talent to manage, lead, and advance our association and to assist the industry to progress and innovate. They were highly regarded leaders in our asphalt community, and their service was profound and contributions large. They were shakers, movers, entrepreneurs, and visionaries. We mourn their passing and pray for blessings upon their friends and family.

"We make a living by what we get, but we make a life by what we give."
- Winston Churchill

These men gave us a great deal during their lives, and they will be fondly and long remembered for their outstanding service and devotion!

Charles Goodhart
PAPA Executive Director



WELCOME NEW MEMBERS!

V O L V O
<https://www.volvoce.com>

2023 PAPA / PennDOT Bus Tour

As we continue **ROLLING FORWARD** into 2023 on safe, smooth, quiet, and sustainable asphalt pavements, let's get ready to take an exciting, enlightening, and educational bus trip. PennDOT District 9 and New Enterprise Stone and Lime Company have graciously agreed to partner and host the 2023 PennDOT PAPA Bus Tour. We have a full day of touring scheduled for Day 1 and then a half day of educational and information sharing presentations on Day 2. Here's a brief rundown of both Day 1 and 2 activities.

Day 1 - Tuesday, July 25th will include a tour of the PA Turnpikes Materials and Testing Lab, a tour of New Enterprise's Stone and Lime Company's Bakersville Asphalt Plant and Lab, a stop for lunch at the Flight 93 Memorial and review of the new asphalt roadways and parking lots. Plus, a visit to two, in progress, live PennDOT and/or PTC paving projects.

Day 2 - Wednesday, July 26th will be a half day educational session covering various topics by industry and PennDOT presenters. PennDOT's Deputy Secretary for Highway Administration, Mike Rebert will attend and update attendees on what his priorities and initiatives are and answer questions from attendees. Mike is always very informative and collegial. We have several highly informative technical presentations planned, as well as a question-and-answer session regarding the prior day's bus tour. This half-day session also qualifies you for 4 PDH & NECEPT Credits.

Get ready to buckle up and get back on the road again on the PAPA / PennDOT Bus!

GORDON TECHNICAL
SALES & SERVICE, INC

<https://www.gtssi.net/>



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ASPHALT PLUS LLC  Elastiko®
Engineered Crumb Rubber Technology
<https://asphaltplus.com/>

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POCONO SAND & STONE
A MOUNT GROUP CO
<https://www.themountgroup.com/materials/pocono-sand-and-stone/>

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- ❖ [Creating Long-Life Pavements with FAA P-401](#), September 7, 2023
- ❖ [Distribution Centers: Built Better with Asphalt](#), September 28, 2023
- ❖ [Asphalt Applications on Trails & Sport Courts](#), November 9, 2023

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Asphalt Institute Webinars

- ❖ [Asphalt Emulsion FREE Webinar Series Recordings](#)
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- ❖ [Advanced Pavement Preservation FREE Webinar Series Recordings](#)



NEWS...

NCAT Webinars:

- ❖ [Research to Implementation: Strategic Use of Polymer Modification for Lower Life Cycle Cost](#) (\$25 Fee), July 20, 2023

Congratulations!

PennDOT District 4-0 for receiving the 2021 Asphalt Pavement Alliance Perpetual Pavement Award

at The PAPA Annual Conference. That is eleven PPA Awards for PennDOT.



Pictured: Sarah Fenton, District 4-0 and J. Richard Willis, Ph.D., P.E., Asphalt Pavement Alliance

The Asphalt Pavement Alliance (APA) announced the Pennsylvania Department of Transportation (PennDOT), **District 4-0**, has won a **2021 Perpetual Pavement Award: By Performance (PPA)** for a 2.78-mile section of two-lane State Route 3022 (Segments 0010/0000 - 0060/2970) in Luzerne County originally constructed in 1965. PennDOT has earned 11 PPAs since the program began in 2001.

To qualify for this prestigious award, a pavement must be at least 35 years old and never experienced a structural failure. The average interval between the resurfacing of the winning pavement must be no less than 13 years. The pavement must demonstrate the characteristics expected from long-life asphalt pavements: excellence in design, quality in construction and value for the traveling public. Engineers at the National Center for Asphalt Technology (NCAT) evaluated the nominations and validated the winners.

Visit <https://www.driveasphalt.org/awards> for full article.



As many of you know, PAPA has renamed their student scholarship in honor of our retired Director of Technical Services and past Executive Director, Gary L. Hoffman, P.E. We are pleased to announce that the Scholarship Committee was able to award 3 scholarships at the PAPA Annual Conference in Hershey, PA on January 16, 2023.

We are ready to advertise that students will be able to apply and be considered for a Scholarship on or about September 1, 2022. The Committee intends to award at least one scholarship this calendar year.

If anyone has a potential candidate for the **PAPA Gary L. Hoffman Scholarship**, please refer them to our website <https://www.pa-asphalt.org/> for guidelines and further information.

Additionally, we are always accepting **donations** for the Scholarship Fund.



Pictured left to right: Connor Powell, Gary L. Hoffman, Matilyn Wilson, Nathaniel Beyer, and Scott Nazar, Chairman-PAPA Scholarship Committee



Photo Credit: Allan Myers

It is our desire to use a "member photo" each year for the directory cover and PAPA events.

2023-2024 PAPA Membership Directory



The NEW **2023-2024 PAPA Membership Directory** has been updated and mailed to each delegate. We also have a link on the PAPA website (<https://www.pa-asphalt.org/>) should you want to review or download a copy. If you did not receive your directory, please email donna@pa-asphalt.org for your copy. And a big **THANK YOU** to everyone that provided updates and those members that purchased advertising.

Quality Pavement Award

2022 RECIPIENTS



**PA TURNPIKE COMMISSION
LINDY PAVING, INC.**



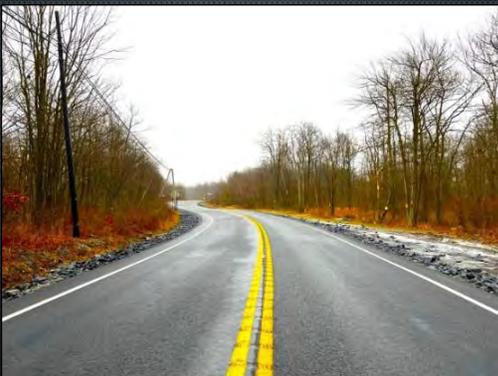
**PENNDOT DISTRICT 1-0
LINDY PAVING, INC.**



**PENNDOT DISTRICT 2-0
HRI, INC.**



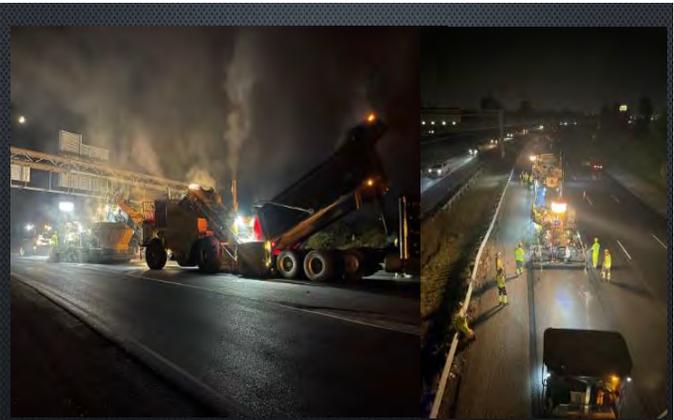
**PENNDOT DISTRICT 3-0
NEW ENTERPRISE STONE & LIME, INC.**



**PENNDOT DISTRICT 4-0
AMERICAN ASPHALT PAVING INC. &
WILKES-BARRE MATERIALS**



**PENNDOT DISTRICT 5-0
NEW ENTERPRISE STONE & LIME INC.**



**PENNDOT DISTRICT 6-0
ALLAN MYERS**



**PENNDOT DISTRICT 8-0
JVI GROUP INC &
HIGHWAY MATERIALS, INC.**



**PENNDOT DISTRICT 9-0
GRANNAS BROTHERS STONE &
ASPHALT CO., INC.**



**PENNDOT DISTRICT 10-0
IA CONSTRUCTION CORPORATION**



**PENNDOT DISTRICT 11-0
LINDY PAVING, INC.**



**PENNDOT DISTRICT 12-0
GOLDEN EAGLE CONSTRUCTION**

Thanks PTC and PennDOT staff for picking the best of the best paving projects. Congratulations to all the award recipients. These awards are prestigious since the winner is selected by the highway owner. Please continue to produce smooth, sustainable, quiet, resilient, and safe asphalt pavements!

2023 PAPA Annual Conference



EXHIBITORS

Logos for exhibitors include: All States Materials Group, EarthWave Technologies, Hunt Consulting & Testing Services, LLC, Murrysville Machinery Company, RT Environmental Services, Inc., Associated Asphalt, Emerald Equipment Systems Inc., Ingevity, Pavilion Drainage, Russell Standard, ASTEC, FORTA Asphalt Fiber, SITE Supply, Inc., ACE XP, Stansteel HOTMIX parts & service, Terracon, BATT Blankenship Asphalt Tech & Training, Cargill (Helping the world thrive), Gordon Technical Sales & Service, Inc., InstroTek Inc., Mack, Meeker, Pine Test Equipment, Unique Paving Materials Corp. (The makers of UPM[®] mix), GT Mid Atlantic, and CAT.



SPONSORS

Logos for sponsors include: All States Materials Group, ASTEC, Bitumar, Cargill (Helping the world thrive), Cleveland Brothers, CAT, EarthWave Technologies, GT&E, H&K (EST. 1968), HaulHub Technologies, Ingevity, Lindy Paving, Meeker, Pennsy Supply (A CRH COMPANY), Quaker Sales Corp., Site Supply, Inc., ACE XP, Stansteel HOTMIX parts & service, Suit-Kote, Terracon, U, Warden Asphalt Company, and YMG (York Materials Group).

Thank you for all your support and contributions to our conference!

WHY SPONSOR or EXHIBIT at PAPA's ANNUAL CONFERENCE

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