

Pennsylvania Asphalt Pavement Association

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NEWS BRIEF

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Upcoming Events Mark your calendars for 2022!

January 17-19, 2022

Annual Conference, The Hotel Hershey

March 15-17, 2022

Regional Technical Meetings
West / Central / East

April 13, 2022 - Environmental Webinar

July 26-27, 2022 – PennDOT PAPA Bus Tour

Visit the website for more information.

www.pa-asphalt.org

PAPA Officers & Board of Directors Update

No new updates to report.

Next meeting October 5, 2021.

Welcome New PAPA Members!



<https://www.thetranstecgroup.com/>

Not a member yet? Give us a call, and we will explain the benefits that go along with being a PAPA Member.

NEW WEBSITE LAUNCHED!



PAPA launched its new website in May to enhance member experience and provide additional functions.

Have you visited us at www.pa-asphalt.org? If not, give it a try! Check out our new features, verify your membership information, and learn about some of the latest updates from PennDOT, FHWA, and the Turnpike Commission.

The website was designed with our members in mind. If there is something you would like to see added, let us know. It will continue to be a work in progress so we can better serve you. We look forward to your feedback.

CHARLIE'S CORNER



Funding Good News and Fingers Crossed for Great News to Come

From my last newsletter article, you could tell my focus is on transportation funding. There have been several developments since I penned the article, and I wanted to give you an update on a few items that are of great importance.

First, the legislature provided an additional \$379 million to PennDOT in the FY 2021-22 State Budget. The Transportation Associations worked very diligently to make this happen. On top of that, the amount of dollars taken from the Motor License Fund to subsidize the PA State Police Budget, has gone down another 4%, which amounts to an additional \$30 million for PennDOT to spend. So, what does this mean to our industry? PennDOT Acting Deputy Secretary for Highway Administration, Mike Keiser advised the 2021 Construction Program would increase from \$1.9 billion to \$2.0 billion and the 2022 construction program would do the same. He advised it could be a little more next year but said they had to put some funding into highway maintenance and also allocate funds to design and permitting.

Second, on July 30, 2021, the Transportation Revenue Options Commission (TROC), submitted

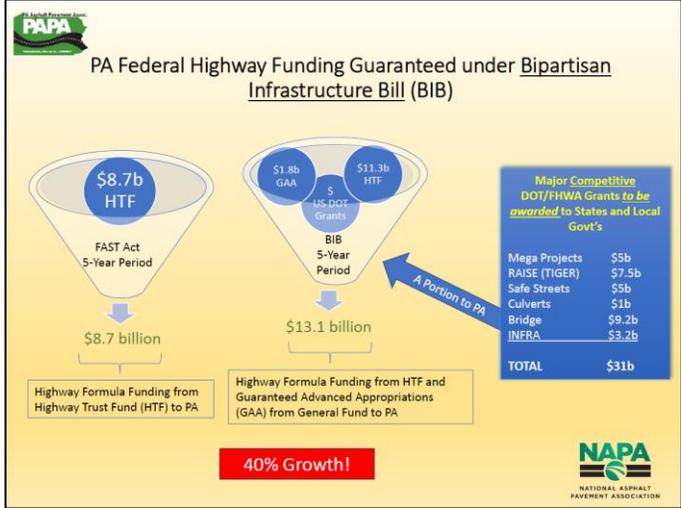
their final report [TROC-Final-Report.pdf \(penndot.gov\)](#) to Governor Wolf. It's a good read and it lays out a lot of revenue options (road user charges), like a mileage-based user fee, tolling of bridges, lanes, and corridors, redirection of funding (i.e., lessen amount of funds from Motor License Fund (MLF) to PSP and other agency budgets), increase fees on vehicle registration, retail vehicles, leased vehicle, etc., put a per package charge on every delivered package, increase vehicle sales tax, raise gas tax and tie increases to inflation, etc. It's a very comprehensive list and provides a multitude of funding alternatives and estimates what each type would bring into PA revenue coffers. As always, the question is what's next? We are unsure what the legislature may or may not do but based on past discussions we have been privy too; the two possible options being discussed will be raising the registration fee on Electric Vehicles and accelerating the reduction of funds taken from the MLF to fund other agencies.

One other big transportation funding item that is still looming, is the partial sunseting of Act 44. Here's a blurb from the PA Turnpikes Website that succinctly explains the nuances of Act 44:



The goal of Act 44 passed in July 2007 was to provide necessary funding for statewide interstate, road, bridge, and transit projects across the state. The revenue was to come from expanded tolling in the state. Under Act 44, Pennsylvania made an application to the Federal Highway Administration for permission to place tolls (I-80). The Commission was to install and manage toll collection on I-80. The tolls would have funded I-80's reconstruction and funded Commission payments to PennDOT. After three years of studies, the federal

government denied the state's application. The PTC, however, still must continue to make annual payments to PennDOT. Act 44 was amended by Act 89 of 2013. With the new law, the PTC's annual payments to PennDOT will remain at \$450 million through June of 2022. All \$450 million will be allocated to support transit and other non-highway programs. Starting in fiscal year 2022, the payments drop to \$50 million per year until 2057.



So as of July 1, 2022, funding for transit agencies (and some other multimodal programs) across the Commonwealth will drop by \$450 million. How will the legislature make up that loss of revenue? Again, that is the questions, and we must collectively work to insure that whatever the legislature does as far as replacement revenue, does not impinge on our current highway and bridge revenue and funding. State transportation funding is a big issue and one that must be equitably addressed by the legislature and Governor. It needs to be a win win outcome and we will need to be diligent on keeping our eye on what is happening in Harrisburg for the next year or so.

Passage of IIJA would mean that next year's PennDOT Construction Program could move to \$2.6 or \$2.7 billion and then higher for the next four years. Here's a link to the National Asphalt Pavement Associations Summary of the IIJA for your review and use - [Infrastructure Investment and Jobs Act.pdf \(asphaltpavement.org\)](#). Also, a list of Talking Points you can use with Congressional staff and members - [htf shortfall talkingpoints.pdf \(asphaltpavement.org\)](#). Here's a link to NAPA's Advocacy Page where you can compose and send a message of support for HR 3684 (IIJA) to your Representative - [Action Center \(voterveice.net\)](#). We do not have long or far to get to the finish line on this generational investment in transportation funding and the exponential improvement in the condition of our roads and bridges. In the immortal words of Flight 93 hero Todd Beamer, "Let's roll"! We need to get Congress to do their job!

Let me conclude my funding discussion with this admonition – keep the calls emails, letters, zoom or in person meetings, etc. with Congressmen/ Congresswomen going to educate and push them to pass the *Infrastructure Investment and Jobs Act* (IIJA) on September 29, 2022, when it is supposed to come up for a vote on the floor of the House of Representatives. It's a huge deal for PA.

Charlie
Charles C Goodhart
Executive Director



by Gary Hoffman

PAPA has been working with PennDOT for over 5 years to implement and advance the concept of Long Life Asphalt Pavements (LLAP). The genesis of this effort was the Transportation Quality Initiative (TQI), a joint effort of

the DOT, PTC, and Industry to improve the delivery and performance of the highway system in Pennsylvania. Given that 95% of the pavement surfaces in the state are asphalt and asphalt mix is the top material purchased by the DOT, extending the performance life of asphalt pavements pays great dividends.

Early on in this work, the Department’s pavement materials engineer, Neal Fannin, developed use guidelines and a series of Special Provisions to address payment structural design, mix design, and construction best practices. These Special Provisions include Stone Matrix Asphalt (SMA) wearing course, rich bottom high AC content base layer, mix performance testing for rut and crack resistance, use of MTV, Percent Within Limits acceptance and more. Many of these Special Provision best practices have since been included in non-LLAP projects.

PennDOT has let and constructed a number of projects which incorporated LLAP design concepts. Some of the projects were mill and fill or overlay. However, there were two full depth asphalt projects (one in Centre and one in Wayne Counties), one structural overlay on a cracked and seated concrete pavement (Allegheny County) and a new “composite” pavement which had 5 inches of asphalt layers on 9 inches of JPCC pavement (Snyder, Union and Northumberland Counties). All of these LLAP projects required mix performance testing of the wearing and binder courses for rutting and cracking resistance, and all have met or exceeded these material test thresholds. We believe that these full-depth LLAPs will perform as Perpetual Pavements (PP) which are defined as “pavements designed and built to last 50 or more years with periodic replacement of only the wearing surfaces.”

More recently, the department has asked both PAPA and ACPA of Pennsylvania to propose and support with documentation, maintenance treatments and maintenance cycles for LLAPs and LLCs. PennDOT plans to use this maintenance information in performing Life-Cycle Cost Analysis (LCCA) to compare asphalt and concrete pavement alternates. PAPA contracted with Dr. Mansour Solaimanian, Director of the NECEPT at The Penn State University, to assist us in preparing a whitepaper and presenting our proposals to PennDOT. This work cited many international, national and state examples of long-lasting “Perpetual” asphalt pavements that have performed well, with only routine maintenance or periodic replacement of the surface course and after tens of millions of ESALs of traffic loadings. So, Perpetual Pavements exist and are not just an assumption.

Another very important factor in the cost-effective performance of an LLAP is the premium Stone Matrix Asphalt (SMA) wearing course mix. SMA is a gap-graded, stone-on-stone, mix that has a higher content of polymerized AC binder and higher film thickness. This mix is rut resistant and is much more crack resistant than conventional dense-graded Superpave mixes. Performance data from the National Center for Asphalt Technology, the 2018 International Conference on SMA, and actual SMA performance on ten highly trafficked roadways in Pennsylvania support using 20 years to the initial SMA wearing course replacement installed on a properly designed and constructed long life asphalt pavement.

Therefore, our proposal to PennDOT for maintenance treatments and cycles for a 50- or 60-year LCCA analysis period is to mill and fill the SMA wearing course initially at year 20 and subsequent wearing course replacements every 15 years. Only periodic minor crack sealing and shoulder sealing is needed throughout these wearing course performance cycles. The department is considering those proposals and may come back with comments and questions.

Stay tuned!

Gary
Gary L. Hoffman, P.E.
Director of Technical Services



**PERFORMANCE
GRADED BINDER
TECHNICIAN
COURSE**

October 18-22, 2021

**VIRTUAL
ASPHALT
TECHNOLOGY
COURSE**

October 18-29, 2021

**AACP AIRFIELD
ASPHALT LAB
TECHNICIAN
COURSE**

November 2-5, 2021

**BALANCED
MIX DESIGN
COURSE**

November 9-11, 2021

**AACP AIRFIELD
ASPHALT
PAVEMENT QC
MANAGER**

November 30-
December 2, 2021



TRAINING IN YOUR
POCKET

TRAINING OPPORTUNITIES



A recording of the National Balanced Mix Design Implementation Conference is now available. Please feel free to share this video with others in your organization who were not able to attend!

[CLICK HERE FOR ADDITIONAL](#)

[BMD RESOURCES](#)



NAPA Webinars

Monday, September 27. [Experiences and Best Practices of Local Road Owners](#) 2:00 p.m. EDT

Thursday, October 7. [Beyond the Basics: Mechanistic-Empirical Pavement Design](#) 2:00 p.m. EDT

Wednesday, October 13. [Perpetual Pavements by Conversion](#) 2:00 p.m. EDT

Wednesday, October 27. [Beyond the Basics: Plant Operations – Calibrations & Verifications](#) 2:00 p.m. EDT

Wednesday, November 3, 1:00 p.m. EDT [Digitizing the Supply Chain: Practical Lessons Learned on e-Ticketing Implementation](#)

Thursday, November 4. [Beyond the Basics: Jobsite Layout & Preparation: Pre-Planning](#) 2:00 p.m. EDT

NAPA Events

January 23–26, 2022. [NAPA Annual Meeting](#). The Phoenician. Scottsdale, Ariz.

March 29-31, 2022. [World of Asphalt Show & Conference](#). Nashville Music City Center. Nashville, Tenn.

2022 PennDOT/NECEPT Asphalt Technician Certification Program Course Announcement January 2022 through April 2022

For Schedules, Course Fees, Attendance, etc., click the link below.

[https://www.pa-asphalt.org/images/PDF/2022_PennDOT-NECEPT Asphalt Technician Certification Program Course Announcement.pdf](https://www.pa-asphalt.org/images/PDF/2022_PennDOT-NECEPT_Ashphalt_Technician_Certification_Program_Course_Announcement.pdf)



PAPA 61st Annual Conference Sponsors

Special Thanks

*2021 PAPA Annual Conference Sponsors.
 We had approximately 350 attendees and 20 Sponsors.*

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- All States Materials Group
 - Allan Myers
 - Bitumar USA
 - Blankenship Asphalt Tech & Training
 - Cargill
 - Cleveland Brothers
 - Forta Fi
 - Groff Tractor & Equipment
 - H&K Group
 - IA Construction
 - Lindy Paving-*Quality Award Sponsor*
 - Mack Trucks
 - Navarro & Wright Consulting
 - Northeast Paving, Eurovia
 - Quaker Sales Corporation
 - Russell Standard Corporation
 - Stansteel Asphalt/Hotmix Parts
 - Stevenson Equipment
 - Terracon
 - Warden Asphalt Company



PAPA 2021-2022 Membership Directory

By now all Delegates should have received the updated Membership Directory via mail. Did you know it is also listed online? Should you need to make any changes, please contact Jill @ jill@pha-asphalt.org or Donna @ donna@pa-asphalt.org. Updates are made quarterly to the online version.

PAPA Website Updates

Members should have received an email with instructions on how to log into the Member section of the website. Please be sure you have changed your password and made changes to Additional Members as needed.