

# 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](http://www.pa-asphalt.org)

### 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:

Paul Detwiler, New Enterprise Stone & Lime Co., Inc.,  
has been elected Treasurer.

Board of Directors for a 5-year Term:

Bob Sedon, United Refining Company

### Welcome New PAPA Members!

**AMMANN**

[www.ammann.com](http://www.ammann.com)



[www.sitesupply.us](http://www.sitesupply.us)

### **We have crossed the finish line!**

PAPA has launched the new website. We anticipate this will enhance your member experience and provide additional functions.



Stop by [www.pa-asphalt.org](http://www.pa-asphalt.org) and check out our new features, verify your membership information, and learn about some of the latest and greatest 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.

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

## CHARLIE'S CORNER

**Funding.  
Funding..  
Funding...**



Back when I worked for PennDOT (in highway maintenance), the old adage of three key words to get roads to last longer was drainage, drainage, drainage. Maintain the drainage structures, keep the pavement cracks sealed, and allow water to efficiently drain off highways led to longer lasting pavements. That is still probably a good rule to follow, but I think our new mantra for maintaining roads must be these three words; funding, funding, funding! So that is what I will talk about in this PAPA Newsletter edition.

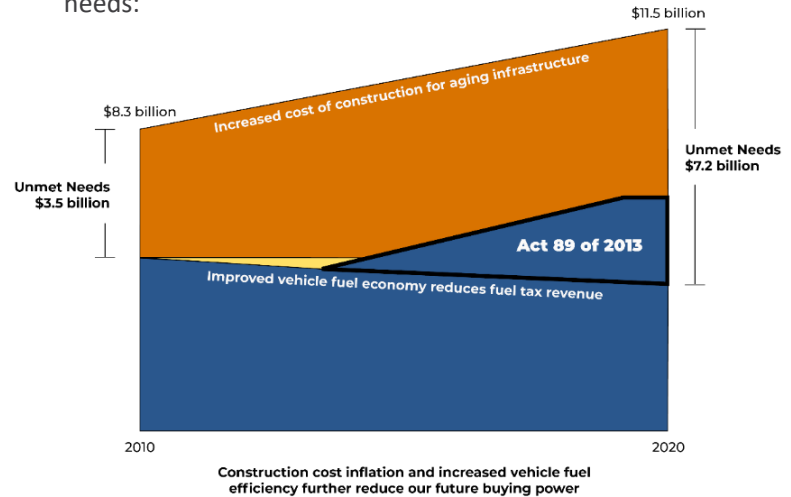
If you are involved in the highway transportation industry, you have to know that funding, or lack thereof, is a big and growing issue. Back in December 2013 when Act 89 (Pennsylvania Transportation Bill) was signed into law by Governor Corbett, we thought our transportation funding was set for years to come. The law switched up the formula for generating revenue. Act 89 eliminated the \$0.12/gallon state retail gas and diesel tax but raised how much can be collected by the Oil Company Franchise Tax (OCFT), a wholesale tax on gasoline and diesel distributors. The wholesale price of fuels the OCFT could be applied to had been capped at \$1.25 since 1983, though the current wholesale price for gasoline is more than double that. The cap was lifted in segments and was completely eliminated in 2017. Thus, phasing in the tax increase raised tax revenue over several years and provided increased revenue if the price of fuel goes up.

Act 89 also increased vehicle registration and driver licensing fees over the next several years. The initial fee hikes were followed by biennial increases tied to inflation. Car registration, motorcycle registration, and licensing fees rose by \$1 for the next two years before being pegged to inflation. Pickup truck registration fees rose by \$1.50 in 2015-2016 and by \$2 in 2017-2018. Some increases were steeper. For example, replacement driver's license fees went from \$5 to \$19 and vanity plates went from \$20 to \$76.

Additionally, some traffic violation fines were increased. Failure to obey traffic control devices now costs drivers \$150 instead of \$25. Other moving violation surcharges increased by 50 percent. By 2018, it was estimated that the State would have an additional \$2.3 billion per year for maintenance, rehabilitation, and reconstruction of their billions of dollars of transportation assets, making it the

biggest increase in transportation infrastructure funding in decades, if not ever.

Act 89, as much revenue as it has provided over the past eight years, was/is still not enough money to maintain the roads and bridges in PA. Here is a graph from 2013 that shows the increase in revenues from Act 89 compared to needs:



You will note that the estimated unfunded needs at that time was \$7.2 billion even with the passage of Act 89. PennDOT is now estimating that their unfunded needs for highway and bridge maintenance, rehabilitation and replacement is approaching \$15 billion.

So, what is being considered to provide additional funding for highway and bridge construction? Let us cover the non-State possibilities first.

Part of the funding problem is the lack of Federal dollars being appropriated by Congress to maintain a safe and efficient National Highway System (NHS). There is a total of 7170 miles of NHS Roads (Year 2019 - 6382.7 PennDOT, 552.9 PTC, 12.5 Toll Bridges and 221.9 Local) in Pennsylvania. The average Vehicle Miles Traveled (VMT) per day on these highways is 158 million miles. 1870 miles are Interstate and most of these roads are past the time (now in terminal maintenance) they should have been reconstructed. PennDOT is only able to currently replace 40 or so miles of Interstate highway every calendar year. The costs to maintain these roads and bridges in a safe, passable manner are increasing exponentially year to year.

There is some hope that Congress will act. The FAST Act (Fixing Americas Surface Transportation Act) was extended for one year and will expire September 30, 2021. As most of you are aware, the Highway Trust Fund, which in part (The Highway Account is largely devoted to construction and maintenance of highways and bridges, and The Mass

Transit Account is used to make capital expenditures on buses, railways, subways, ferries, and other modes of public mass transit.) funds projects based on the FAST Act formula, for all intense and purposes is broke. The Highway Trust Fund revenues come mainly from a fixed (since 1993) fuel tax rates of 18.4 cents per gallon for gasoline, and 24.4 cents per gallon for diesel. Taxes on tires and heavy vehicles (trucks) make up the rest of the fund's income. Because the Federal gas tax is not pegged to inflation, the purchasing power of the revenue has eroded significantly over time, and Congress has had to provide funding from other sources to make up the deficit. Here's a presentation developed by NAPA that you might find educational and of interest - [Federal Support for Highway and Airfield Pavement Projects in 2021 \(asphaltpavement.org\)](https://www.asphaltpavement.org).

Currently, the House Environment and Public Works Committee is working on a replacement bill for the FAST Act called the INVEST in America Act (5 Year, \$500 billion with \$319 billion for highways). A 40% increase in funding is being proposed over the FAST Act. As always, the question will be where the revenue will come from to not only pay for this increase in funding but to stabilize the Highway Trust Fund. Options being discussed include raising the gas tax. [The Congressional Research Service](#) (CRS) notes that adding just a penny to federal fuel taxes would provide the trust fund with between \$1.7 billion and \$1.8 billion per year. There are other options being discussed including a Vehicle Mileage Tax, Corporate Tax, per package delivery fee, bridge and corridor tolling, congestion pricing, etc. We believe that Congress will not take replacing the FAST Act up until they try to pass the American Jobs Plan which is the "Infrastructure Bill" being proposed by President Biden.

So, let us review that proposed bill as it would add additional funding for highways and bridges over the next eight years. The Biden Administration \$2.3 trillion [American Jobs Plan besides including all the traditional transportation infrastructure assets, also](#) includes funding for a lot of non-traditional infrastructure. In response, Senate Republicans unveiled a counter proposal to the President's plan that would provide \$568 billion for [traditional infrastructure needs](#). Following is a [comparison by Reuters](#) of some funding contained in the two proposals:

<b>ROADS &amp; BRIDGES</b>	
Biden \$115 billion;	Republican \$299 billion
(The Biden plan dollars are all "new" dollars. The Republican plan dollars include already appropriated FAST Act funds and some "new" dollars.)	
<b>BROADBAND ACCESS</b>	
Biden \$100 billion;	Republican \$65 billion
<b>PUBLIC TRANSIT</b>	
Biden \$85 billion;	Republican \$61 billion
<b>AIRPORTS</b>	
Biden \$25 billion;	Republican \$44 billion
<b>DRINKING WATER AND WASTEWATER</b>	
Biden \$111 billion;	Republican \$35 billion
<b>RAIL</b>	
Biden \$80 billion;	Republican \$20 billion
<b>PORTS AND INLAND WATERWAYS</b>	
Biden \$17 billion;	Republican \$17 billion
<b>TRANSPORTATION SAFETY</b>	
Biden \$20 billion;	Republican \$13 billion
<b>ELECTRIC VEHICLES</b>	
Biden \$174 billion;	Republican \$0
<b>MANUFACTURING</b>	
Biden \$580 billion;	Republican \$0
<b>SCHOOL CONSTRUCTION AND REPAIR</b>	
Biden \$100 billion;	Republican \$0
<b>HOME- AND COMMUNITY-BASED CARE</b>	
Biden \$400 billion;	Republican \$0

Other plans are also being proposed. The American Association of State Highway Transportation Officials (AASHTO) and the National Asphalt Pavement Association (NAPA) have sent a [joint letter to Congress](#) that requests "Congress to authorize \$200 billion in highway and bridge stimulus or "down payment" in the infrastructure package, available to be obligated through 2026 at 100 percent federal share. We also ask that you provide \$487 billion for the Federal-aid Highway Program as part of the upcoming five-year surface transportation reauthorization due by October 1." In addition, [The Hill reported](#) that a bipartisan group of Senators is discussing an infrastructure proposal that includes funding for roads, bridges, railways, and broadband. There are lots of possibilities; and, hopefully, Congress will do their job and provide some appropriate level of funding to the States.

Let us now delve into what is going on in the Commonwealth of PA regarding garnering more funds for highway and bridges. There are a number of funding options in the works, and PAPA is engaged in all of them. The PA Transportation Associations (PAPA, APC, PACA, ACPA PA, ACEC PA, etc.)

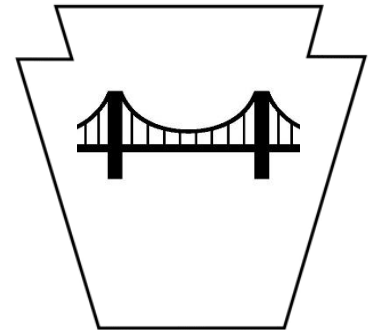
have been working along with other organizations to reduce the amount of funds going from the Motor License Fund (MLF - Under the state Constitution, proceeds from the Motor License Fund are to be used solely for the construction, reconstruction, maintenance, and repair of and safety on public highways and bridges.) to the PA State Police Budget. Since FY 2012-2013 approximately \$5 billion has been appropriated from the MLF by the legislature to the PSP Budget. In the FY 2016-17 Budget, \$802 million of the PSP's budget came from the MLF. With the concerted effort of the transportation industry, we got the Legislature to stop taking more funds from the MLF and to reduce the amount of funds by 4% per year until only \$500 million is transferred from MLF to PSP in FY 2027-28. This was a small but important step to getting the PSP Budget funded out of the General Fund Budget, instead of the separate Transportation Budget.

The PA Transportation Associations are now taking another swing at getting PSP Funded out of the General Fund Budget and have made the following proposal to Governor and Legislative Leaders: [Microsoft Word - Rescue PA Roads April 2021.docx \(paconstructors.org\)](#). PA got over \$7 billion from the Federal American Rescue Act, and we are proposing that the legislature permanently move the entire MLF portion of the PSP Budget back to the MLF (\$673 million in FY 2021-22) and use MLF revenues to restore PennDOT's pay as you go capital program. Also proposed, was to utilize a portion of the American Rescue Act monies over the next two Fiscal years to backfill the General Fund Budget to underwrite the PSP's budget. This would give the legislature time to come up with a long-term funding plan for highway and bridge maintenance, rehabilitation, and reconstruction. Plus, they do not have to raise any taxes or fees.

This leads us into a longer-term initiative by Governor Wolf, the Legislature, industry, PennDOT, and the Pa Turnpike Commission (PTC) that is currently in progress: TROC, the Transportation Revenue Options Commission. The Commission is charged with developing comprehensive funding recommendations for Pennsylvania's vast transportation network. The Commission is comprised of transportation, economic, and community stakeholders from both the public and private sectors, including majority and minority leaders from the House and Senate Transportation and Appropriations Committees. PennDOT Secretary Yassmin Gramian serves as commission chair. Brock Myers from Allan Myers is our representative on the Commission. Here is a link to the TROC Website -

[Transportation Revenue Options Commission \(penndot.gov\)](#) The Commission is charged with providing a report to the Governor by August 2021. We are hopeful that something comes out of the work of the commission sooner than later, but unless they get working on legislation this calendar year, it is problematic that anything tax or fee wise will pass in 2022, since that will be a Gubernatorial election year.

The last possibility for near term state funding that is in progress is PennDOT's \$1.2 billion Major Bridge P3 Project. PennDOT calls it the "Major Bridge Replacement and Rehabilitation



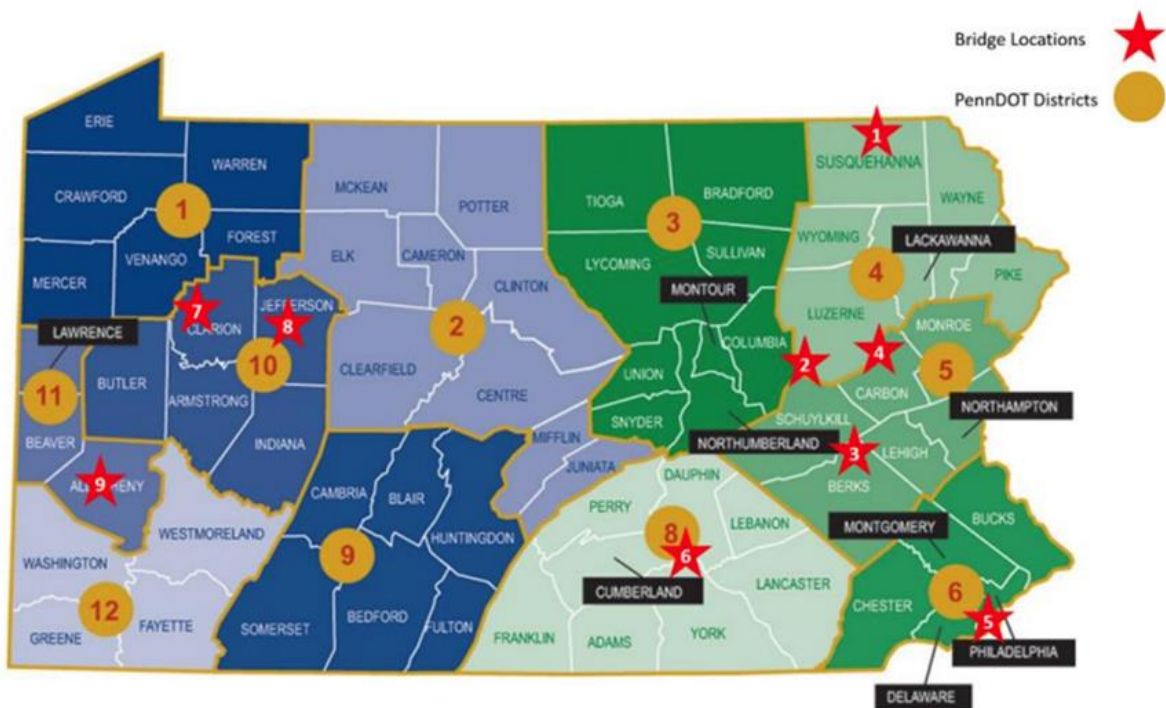
Initiative". This is the first alternative funding initiative of the PennDOT Pathways Program. Here is a blurb from PennDOT on their proposal:

'The Major Bridge P3 Initiative is designed to raise revenue through tolling to address the state's growing backlog of major bridge replacement and rehabilitation needs. These bridges would use a Public-Private Partnership (P3) contracting and delivery method. Through the P3 model, PennDOT can leverage private investment to rebuild critical bridges during a period with historically low interest rates and a favorable labor market. This initiative can provide a dedicated source of revenue for these infrastructure improvements and could create significant savings over the life of the program while ensuring the vitality of the state's transportation system and economy.

Bridge tolling can provide the funds to repair or replace these costly bridges without using PennDOT's current funding, which in turn allows those funds to be used for other roadway maintenance, operations, and improvements. Tolling would be all electronic and collected by using E-Z Pass or license plate billing. The funds received from the toll would go back to the bridge where the toll is collected to pay for the construction, maintenance and operation of that bridge."

Here is the link to PennDOT's Pathways Website - [Immediate Solutions \(penndot.gov\)](#) There are currently nine major Interstate Bridges proposed to be tolled.





The PTC would actually install and utilize their technology to collect the \$1 to \$2 per trip proposed tolls. PennDOT has already issued a Request for Information from potential Development Entities (DE's). DE's would design, construct, fund, and maintain the bridges for a set period of time. This would of course depend on the amount of revenue that was generated from tolling, which would pay off the debt incurred by the DE to construct and/or reconstruct the nine bridges. PennDOT is projecting that a Notice to Proceed for construction could be issued sometime in 2023.

One final piece of very good news was the announcement last week by the PA Turnpike Commission, that average daily truck traffic has returned to the levels it was before the pandemic began in March 2020. Passenger car traffic is still down about 20% but is a lot smaller portion of the PTC's revenue stream. Therefore, they bumped their 2021 Capital Budget on road improvements up by nearly \$200 million for the year to \$660 million. The PTC is engaged in a plan to reconstruct and widen all 550 miles of the turnpike to at least three lanes in each direction. So far, they have finished 152 miles, with 16 miles under construction and 88 more miles

in the design phase. Most of the mainline turnpike is or will be full depth asphalt.

So, that is the scoop on the current state of PA transportation funding from where I sit. The time is now to ask your Senator, Legislator or Congressman to put their partisanship aside and get us funding, so we can systematically maintain, rehabilitate, and reconstruct our 120,720 miles of PA highways and over 25,000 bridges. Here is a link for the [RESCUE PAROADS](#) Advocacy site developed by APC. Check it out, get involved, and send your legislators an email.

Let me close with this quote by Daniel McConville -  
*"The Interstate System works; in fact, it has exceeded its original scope and mission by revolutionizing the nation's logistics, changing the way we travel, and knitting the country's regions closer together. Thanks to constant redesign and reconstruction, the Interstate remains a vital part of the U.S. economy."*

*Charlie*

**Charles C Goodhart**  
 Executive Director



## by Gary Hoffman

Four years ago, with the implementation of the Long-Life Asphalt Pavement (LLAP) specifications by the Department and the Semi-circular bend (SCB) cracking resistance testing on about 60 approved mixes (11 producers)

initiated by the industry, Pennsylvania was one of the mix performance testing leaders among mid-Atlantic and northeastern states. Since then, the progress towards using performance tests to indicate rutting and cracking resistance potential to “balance” or “optimize” mix designs in Pennsylvania has not kept pace with efforts ongoing in neighboring states.

PAPA’s Technical Committee has more recently been working closely with the “Performance Testing and Balanced Mix Design” subcommittee of the APQIC to develop a 5-year implementation plan for this effort. First and foremost, this plan commits the Department to using the Hamburg Wheel Track Test (HWTT) for determining rutting potential and stripping inflection point (SIP). It is the Department’s desire that producers have their own HWTT testing equipment, although contracting with commercial testing facilities for HWTT tests will be allowed. Starting in 2022, commercial testing facilities will have to be “proficiency assessed” for HWTT and CT index by AASHTO Re-source Agency. PAPA has compiled and distributed a list of seven manufacturers of HWTT test equipment and a list of eight commercial testing labs. Most, but not all, of these testing labs are currently “proficiency assessed” by the AASHTO Re-source Agency.

Following is a listing by year of the implementation plan actions:

**2021 Construction Season** – Districts have been asked to include the HWTT and IDEAL-CT index special provision on at least 5 projects this construction season. This testing will apply to all wearing and binder JMFs on these projects. A PDA will be included in the projects for the cost of this testing. The test results will be “for information only” as will also be the case through the 2024 season.

**2022 Construction Season** – For JMFs approved for calendar year 2022, asphalt producers are encouraged to complete HWTT and CT index tests “for information only”

for as many 9.5mm and 12.5mm wearing courses as possible. Costs for this testing will be considered incidental to JMF approvals. PAPA suggests that all producers do at least some testing during this time period.

**2023 Construction Season** – For JMFs approved for the 2023 construction season, all 50 gyration 9.5mm and 12.5mm wearing course mixes will require “for information only” HWTT and CT index test results. Costs for this testing will be considered incidental to JMF approval.

**2024 Construction Season** – All 9.5mm and 12.5mm wearing course mixes submitted for approval for the 2024 construction season will require “for information only” HWTT and CT index tests results. Costs for this testing will be considered incidental to JMF approvals.

**2025 Construction Season** – The Department commits that by 12/01/2024 or sooner, if possible, to establish acceptance limits for HWTT test results and implement them for all 9.5mm and 12.5mm wearing and binder course mixes submitted for approval for the 2025 construction season.

It is expected that this implementation plan will be sent to the Districts via a Strike-off Letter signed by the Deputy Secretary for Highway Administration by the end of May.

This plan is a high-level committal by the Department, and we recognize it lacks specificity regarding how other related initiatives will impact this effort. So, we have been collecting questions and comments from the Technical Committee members on this needed detail.

Just a few of these comments are:

- How will reducing from three to two design gyration levels impact the amount of performance testing?
- Expanding the mix design voids limits will result in new mix designs which will have to be tested.
- Can we develop some hierarchical testing scheme whereby tests results on one mix can be applied to several other similar mixes?

The Department has agreed to continue to communicate and work closely with us as we address the needed details to move this very important initiative forward.

*Gary*

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

## In Memoriam: George W. McAuley, P.E.

Executive Deputy Secretary,  
PA Department of Transportation

[George McCauley Obituary \(1962 - 2021\) - Cowansville, PA - Leader Times \(legacy.com\)](#)

On February 28, 2021, PAPA lost a great friend and colleague. George McAuley was without a doubt, making a difference moving PennDOT forward to get back to highway maintenance basics, concentrating on the core business of providing safe passable highways

during winter, advocating for increased funding for Transportation, challenging PennDOT and industry to innovate and collaborate, and leading by listening first and then saying let's get'er done – now! When he spoke at our annual conference, the house was full, and attendees paid close attention to what he had to say. He was genuine, kind, and thoughtful. Over a 35-year PennDOT career he made many friends and was highly respected and admired by all who met or worked with him. Rest in peace old friend!



*"May the road rise to meet you.*

*May the wind be always at your back.*

*May the sunshine warm upon your face.*

*May the rains fall upon your fields.*

*And until we meet again,*

*May God hold you in the hollow of*

*His hand."* – Irish Proverb



## TAKE THE SURVEY!

NAPA needs asphalt mix producers' help to benchmark the industry's sustainable practices. By participating in the [2020 Recycled Materials & WMA Survey](#), you can contribute to successfully developing national estimates and reporting state-level data; your participation provides critical information about the asphalt industry's advancements in recycling, WMA use, and sustainability. NAPA has extended the [deadline to June 1](#). [Click here](#) to take this opportunity to participate!



**Register now** for the 2021 NCAT Test Track Conference, June 22-24 in Auburn, Ala. Get the latest research findings from NCAT's seventh research cycle of accelerated pavement testing and learn about cost-effective advancements in asphalt pavement design, construction, materials technologies, and preservation treatments to extend performance. The conference offers two registration options: general registration for \$300 per participant (increasing to \$400 on June 1) and virtual attendance offering live, online access to all sessions for \$100.

## Asphalt Institute Webinars (all are FREE):

- ❖ [Asphalt Emulsion FREE Webinar Series Recordings](#)
- ❖ [Pavement Preservation Treatments FREE Webinar Series Recordings](#)
- ❖ [Advanced Pavement Preservation FREE Webinar Series Recordings](#)
- ❖ [Tack Coat Best Practices FREE Webinar](#)
- ❖ [Thin Lift Asphalt Overlays FREE Webinar](#)



# 2020 ASPHALT PAVEMENT AWARDS



## Quality in Construction Award

ASPHALT PAVEMENTS  
UNDER 50,000 TONS



Columbia County, SR 11 Sec 137  
PennDOT ECMS 106736 - Mill & Overlay  
HRI Inc., State College, PA



## Quality in Construction Award

ASPHALT PAVEMENTS  
OVER 50,000 TONS



PA Turnpike MP 84.93 to 99  
Overlay  
Lindy Paving, New Galilee, PA



## Quality in Construction Award

ASPHALT PAVEMENTS  
OVER 50,000 TONS



PA Turnpike MP 9.26 to MP 19.47  
Overlay  
Lindy Paving, New Galilee, PA





## Quality in Construction Award

ASPHALT PAVEMENTS  
OVER 50,000 TONS



180 Clearfield County - Viaduct Highway Preservation  
Mill & Overlay  
HRI Inc., State College, PA

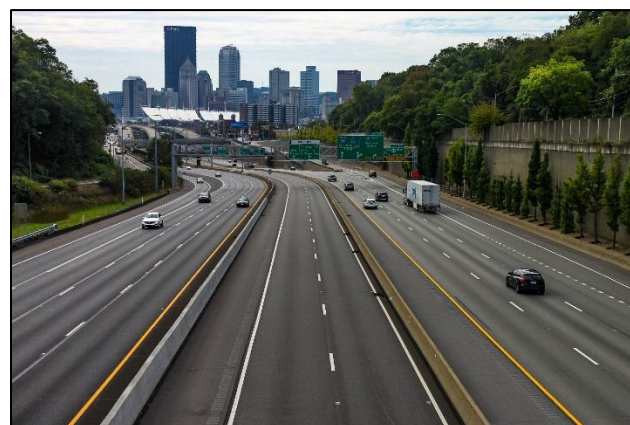


## Sheldon G. Hayes Award

FOR HIGHEST QUALITY  
IN ASPHALT PAVEMENT



PennDOT Project - SR 279 in Pittsburgh, Pa.  
[210222 - SGH Winners and Finalists.pdf \(asphalt pavement.org\)](#)  
[https://pacast.com/download?f=18462\\_GOV\\_SheldonHayes\\_MA\\_STER.mp4](https://pacast.com/download?f=18462_GOV_SheldonHayes_MA_STER.mp4)  
Lindy Paving, New Galilee, PA



### NAPA New Industry Campaign: Asphalt Delivers

We are excited to launch a new social media advertising campaign detailing the proven ways in which Asphalt Delivers, focused on the issues of top concern for owners: stretching thin budgets, ensuring a high-performance product for the community, and building long-lasting pavement structures for the future. The Asphalt Delivers campaign talks positively about the proven advantages of asphalt using research from NAPA, academia, and government agencies. Branded under the Asphalt Pavement Alliance (APA), the engaging, easy-to-digest materials direct pavement owners, designers, and stakeholders to the APA website ([DriveAsphalt.org](http://DriveAsphalt.org)) to learn more. Message and audience testing took place in April, followed by a public launch in NAPA's May monthly social calendar. Please join us then in touting the benefits of asphalt!

### On the Podcast: Going Paperless

It wasn't that long ago when the construction industry thought e-ticketing was the wave of the future; however, over the past 12 months, a pandemic pushed this technology to the forefront of the construction industry's priorities to aid in social distancing and promote a safer culture. In [this episode](#) of *Pave It Black*, Brett and Richard talk with Dan Ganoe of Lindy Paving about the implementation of e-ticketing and what it takes to move to a paperless world.





## PENNSYLVANIA DEPARTMENT OF TRANSPORTATION WINS 2019 PERPETUAL PAVEMENT AWARD

Amy Miller, P.E., National Director of the Asphalt Pavement Alliance (APA), at the *virtual* PAPA Annual Conference held on January 19, 2021, presented Cheryl Moon-Sirianni, P.E., District Executive 11-0 Pennsylvania Department of Transportation (PennDOT), their 2019 Perpetual Pavement Award (PPA) for a 2.2-mile section of two-lane State Route 956 in Lawrence County. This is the ninth year in a row PennDOT has won a PPA.

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.

The award-winning section of SR 0956 is a two-lane road that extends from segments 50 to 80. The state built the original pavement in 1937, and the original construction consisted of a 7-inch native stone subbase. In 1963, 8 inches of aggregate base course were placed on the project. In 1967, the project was overlaid with a 2-inch bituminous FB-1 wearing course. In 1989, a 1-inch leveling course was placed on the project, and in 2007 a 2.25-inch binder leveling course was placed.

An average of 481 vehicles travel the road each day, and it has carried an estimated loading of 238,000 equivalent single-axle loads (ESAL) since construction.

The road has performed well during its 82 years of use. As it has only been resurfaced two times since the project's stage construction was completed, it exceeded the

minimum average interval of 13 years required to win the PPA.

"SR 956 demonstrates the tremendous value that asphalt pavements can deliver with consistent and timely preservation treatments," said Angelo Pampena, Assistant District Executive for Maintenance Engineering at PennDOT District 11-0. "The formula is simple: seal coat, seal coat, leveling, repeat. With that, the road has lasted over 45 years without major rehabilitation and with none planned."

As a winner of a 2019 PPA, PennDOT received an engraved crystal obelisk, and its name and project will be added to a permanent plaque that is kept at NCAT.

"One of the keys to sustainability is long life," said Amy Miller, P.E., Executive Director of the APA. "Asphalt roads can be engineered to last indefinitely with only routine maintenance and periodic surface renewal."

"The advantages of these perpetual pavements are significant. Life cycle costs are lower because deep pavement repairs and reconstruction are avoided. User delays are reduced because minor surface rehabilitation requires shorter work windows and can avoid peak traffic hours. And there are environment benefits because minimal rehabilitation, combined with recycling any materials that are removed from the pavement surface, reduces the amount of material resources required over the pavement's life."

The Asphalt Pavement Alliance is a coalition of the National Asphalt Pavement Association, the Asphalt Institute, and the state asphalt pavement associations. The Asphalt Pavement Alliance's mission is to establish asphalt as the preferred choice for quality, performance, and the environment.

Want to apply for a APA Perpetual Pavement Award, go to [Awards | Asphalt Pavement Alliance \(drivesphalt.org\)](https://www.drivesphalt.org) or contact Amy Miller at [amiller@asphaltroads.org](mailto:amiller@asphaltroads.org).

**2020 PAPA QUALITY PAVEMENT AWARD RECIPIENTS**

<u>PennDOT DISTRICT</u>	<u>COMPANY</u>
1-0	Lindy Paving, Inc.
2-0	Glenn O. Hawbaker, Inc.
3-0	Glenn O. Hawbaker, Inc.
4-0	Glenn O. Hawbaker, Inc.
5-0	New Enterprise Stone & Lime Co., Inc.
6-0	J.D. Eckman
8-0	New Enterprise Stone & Lime Co., Inc.
9-0	Grannas Bros Stone & Asphalt Co., Inc.
10-0	Lindy Paving, Inc.
11-0	Lindy Paving, Inc.
12-0	Derry Construction Co., Inc.
PA Turnpike Commission	Lindy Paving, Inc.



***Congratulations to all the winners!***





When you click a link below, you will be prompted to log in before being directed to the webinar page to complete registration.

Tuesday, June 1. [Pavement Design for Localities](#) 3:00 p.m. EDT

Thursday, June 3. [Beyond the Basics: Longitudinal Joints](#) 2:00 p.m. EDT

Thursday, June 17. [June NAPA Member Briefing](#) 11:30 a.m. EDT

Thursday, September 9. [September NAPA Member Briefing](#) 11:30 a.m. EDT

Thursday, October 14. [October NAPA Member Briefing](#) 11:30 a.m. EDT

Thursday, December 9. [December NAPA Member Briefing](#) 11:30 a.m. EST

For live webinars, [click here](#).  
or on-demand webinars, [click here](#).



## NAPA Events

**July 18–21, 2021**

[NAPA Midyear Meeting, Renaissance Nashville, Nashville, Tenn.](#)

**Sept. 14–16, 2021**

[IMPACT Leadership Group Conference, Minneapolis, Minn.](#)

**Jan. 23–26, 2022**

[NAPA Annual Meeting, The Phoenician, Scottsdale, Ariz.](#)

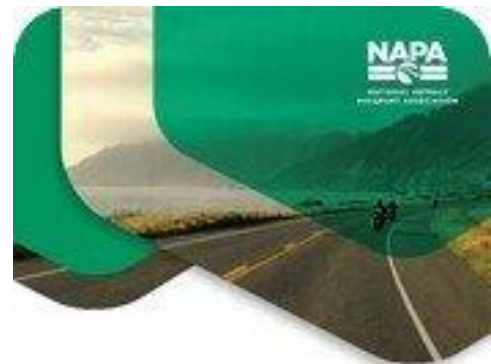
**March 29-31, 2022**

[World of Asphalt Show & Conference, Nashville Music City Center, Nashville, Tenn.](#)



THE REPORT IS READY

## New NAPA Report on Asphalt Pavement Resilience



What does resilience mean in the context of asphalt pavements? NAPA's new report, [Resilient Asphalt Pavements – Industry Solutions for the Resilience Goal](#), provides the first compendium of information about resilience for the asphalt industry. Funded by the Pavement Economics Committee, the report highlights the available technologies and practices that can be leveraged as tools to enhance the resilience of asphalt pavements and transportation networks as a whole. The report also includes a case study exploring how some of these tools were put to use when repairing severely damaged highways during the catastrophic 2019 floods in Iowa.



**PAPA 61st Annual Conference Sponsors**

***Special Thanks***

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

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**PAPA 2021-2022 Membership Directory**

We are preparing to update and distribute our Membership Directory. If you have not done so already, please take a moment and review your company listing on the website [www.pa-asphalt.org](http://www.pa-asphalt.org) and submit changes to Donna at [donna@pa-asphalt.org](mailto:donna@pa-asphalt.org) as soon as possible.

**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.