

# Pennsylvania Asphalt Pavement Association

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## NEWS BRIEF

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**Upcoming PAPA Events**

**Mark your calendars!**

**July 30-31, 2024**

PennDOT / PAPA Bus Tour – District 5

**January 20-22, 2025**

65<sup>th</sup> PAPA Annual Conference,  
The Hotel Hershey, Hershey PA

**March 18-20, 2025**

Regional Technical Committee Meetings

**April 16, 2025**

Environmental Seminar

**July 29-30, 2025**

PennDOT / PAPA Bus Tour – District 10-0

*Visit the website for more information.*

[www.pa-asphalt.org](http://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:

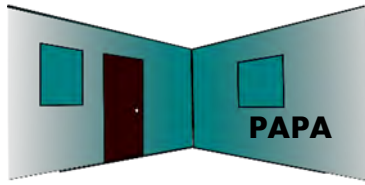
**Board of Directors for a 2-year Term:**

- Christina Edgerton, Pennsy Supply, Inc.

**Board of Directors for a 4-year Term:**

- Jeff Lamb, HRI, Inc.
- Owen McCormick, Joseph McCormick Construction Co., Inc.
- Gerard McCormick, Joseph McCormick Construction Co., Inc.

***Next meeting of the Board is October 13, 2024***



# Charlie's Corner

Well, 2023 is finished and it's been a pretty successful year for the association. One of the things I am most thankful for is the assistance I continue to receive from Donna Sweeney, our Office Administrator, Jill Lombardi our Accounting Administrator and Mary Robbins our Director of Technical Services. It's a team effort and everyone pulls their weight and makes it happen for our members. We also continue to have the services of Gary Hoffman, our Technical Consultant, available on demand. He's been assisting us with teaching at PennDOT winter schools and updating the Quality Paving Check List brochure.

As most of you are aware, starting on January 1, 2024, our office staff changed a little bit. At the October 8, 2023, Meeting of the Board of Directors, they approved a proposal for me to continue to serve as Executive Director but on a half-time basis for the next two years starting at the beginning of February 2024. My tenure as Executive Director commenced on June 1, 2015, and it's been a great honor and privilege for me to serve the association and I look forward to a few more years of doing the same. But that's not all the news. At the October Board of Directors Meeting, they also approved, at the recommendation of the Executive Committee, hiring a new half-time Associate Director. Of course, to facilitate that, a top-notch candidate had to be available, and a name put forward for consideration. That occurred at the Board Meeting, and I am pleased to announce that Steven L. Koser, P.E. commenced his employment at PAPA as Associate Director on January 1, 2024. I've known and worked with Steve for 40 years. In this addition of the PAPA Newsletter, Steve will formally introduce himself, but let me give you a little information regarding his vita.



He has both a BS and MEPC degree from the Capital College of The Pennsylvania State University and an Associate's Degree in Mechanical Engineering Technology

from HACC. For the past three years he was employed with Quality Engineering Solutions as a Senior Engineer. Prior to that, he worked for PennDOT in various positions in District 8 and in Central Office. From 2010 to his retirement in 2021 he was Chief of the Pavement Testing and Asset Management Section, Bureau of Maintenance and Operations. He was the de facto "pavement engineer" for PennDOT. I can tell you that the association is getting an employee with a huge track record of success, great relationships with highway owner staff, and someone who gets stuff done. Many of you had the opportunity to work with Steve when we partnered with PennDOT to implement Warm Mix Technology and then Percent Within Limits. He is someone you can trust and who will provide outstanding service and work products. Steve can be reached at [steve@pa-asphalt.org](mailto:steve@pa-asphalt.org) or via his cell at (717) 525-1406. Welcome Steve!

Let me conclude by saying that we are working on a lot of significant initiatives (see below) that will enhance our product, asphalt pavements, and move our industry forward to remain uber competitive. We appreciate everyone's help and guidance. It's a team effort and the people in our industry participate and lead. We, the staff at PAPA, are here to serve you, our members, so do not hesitate to contact us and seek our assistance. Best regards always! Be safe and stay healthy.

*Charlie*

**Charles C. Goodhart**  
Executive Director





## Improving the PennDOT-PAPA Partnership: Sustainability

Recently PAPA staff and members of the Board of Directors met with PennDOT's Secretary of Transportation, Michael Carroll,

Executive Deputy Secretary, Larry Shifflet, the new Deputy Secretary for Highway Administration, Christine Norris, Chief Engineer for Highway Administration, Gavin Gray, and Acting Director for the Bureau of Construction and Materials, Brent Trivelpiece. The overarching goal of the meeting was to build on the solid foundation we already have and to continue to improve the PennDOT-PAPA partnership, as a strong partnership is key to achieving longer-lasting and sustainable asphalt pavements.

The fact that Secretary Carroll and his top staff are managing thousands of employees, 40,000 miles of roadways, more bridges than I can count, and a list of pressing issues to match was not lost on me as each were attentive and gracious with their time.

This meeting was a follow-up to one held in September with the Secretary and his staff. We are grateful for each opportunity to sit and discuss things we as an industry feel are priorities and keys to success and look forward to more discussions to come.

We brought to them four areas in which we can enhance our partnership and which we feel are critical to helping PennDOT meet their environmental and strategic goals, this article will focus on the first one:

- Sustainability
- Design, Maintenance, Rehabilitation and Reconstruction
- Innovation
- Quality

Sustainability is here to stay and whether the intent was to be sustainable, or to save money, it has already changed the way asphalt is designed and produced. RAP anyone? Sustainability will drive design and rehabilitation decisions, influence asphalt mix designs, and challenge our industry in new ways. Both industry and agency are faced with new lingo to learn, and changes to how we do business. As such, I believe it was evident to all in the meeting that there is a need to establish a joint task force

on sustainability. What that may look like is yet to be determined, but engaging stakeholders and working together will be necessary to be successful.

While it may feel like all things sustainability are coming at us fast, there is grant funding to be awarded which is aimed at supporting efforts on both the agency and industry side. But you must be quick to table and ready to dive in as the funding will not be there forever.

PennDOT seized the opportunity to apply for the Federal Highway Administration's Low Carbon Transportation Materials (LCTM) Grant. This an opportunity for PennDOT to receive \$22 million dollars, although they could receive even more if other states did not apply. The primary goal of the grant is to provide funding to states to develop the framework to define what a low carbon transportation material (asphalt, concrete, glass, and steel) is and to help agencies implement the use of low carbon transportation materials. More information on the grant can be found at [FHWA's website](#). Building on the partnership, PAPA engaged with PennDOT and they were open to suggestions. We quickly assembled a small task force and developed a list of suggestions of how we as an industry thought the grant could be applied to asphalt materials.

Environmental Product Declarations (EPDs) are the key to defining low carbon materials. EPDs quantify the greenhouse gas emissions and global warming potential (GWP) of producing one ton of asphalt mix. An EPD quantifies only those parameters in the A1 to A3 stages or "cradle to gate,"

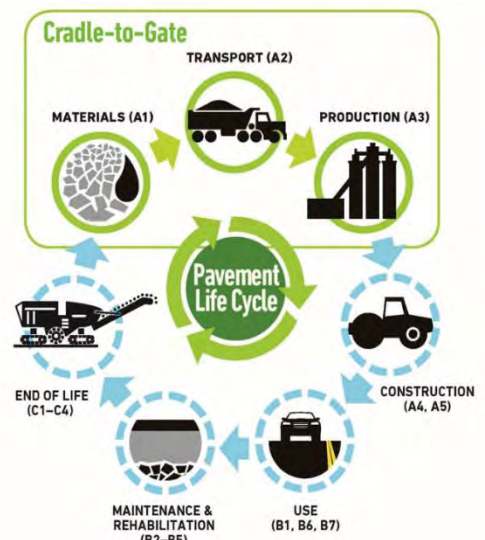


Image Source: NAPA

which includes extraction of the raw materials from the earth, processing of the aggregate, refining of the asphalt binder, transport of the materials to the plant, and production at the plant.



The first step in defining low carbon emissions is to collect EPDs. Once collected, PennDOT will then be tasked with evaluating those EPDs and identifying thresholds to define material that is considered substantially lower carbon. It is postulated, based on how [General Services Administration has approached EPDs](#), that states may develop a cumulative distribution of the GWP from all the EPDs submitted. Thresholds would then be set at the 20<sup>th</sup> and 40<sup>th</sup> percentile. If you are doing the mental gymnastics (I know I was when I first looked at it), 50% percentile is the median and if it is a normal distribution, it would be the average for all mixes. Since we are looking to reduce the GWP they would be aiming for a percentile lower than 50%.

For a low carbon material to be eligible for use with the grant, the “low carbon” material must also meet performance thresholds. These performance thresholds would be defined by the state. For Pennsylvania it would likely be the Balanced Mix Design performance testing thresholds for IDEAL CT, Hamburg Wheel Tracking Test and Tensile Strength Ratio, which are still in development.

Back to EPDs...

[PennDOT announced at our annual Environmental Seminar](#) that EPDs will be required for all job mix formulas submitted for 2025. Mixes will not be approved without an EPD. PennDOT is working with PAPA to work out the details of this new requirement. If you are a producer, you should have received a letter in your (physical) mailbox from PennDOT stating this detail. You may have also received it via e-mail. Asphalt will be the first material in the state to have this requirement. Prior to the announcement of the LCTM grant, PennDOT had signed on to the FHWA Every Day Counts-7 Innovation for EPDs for Sustainable Project Delivery. They had laid out a timeline for collecting EPDs and setting thresholds. That timeline did not require EPDs right away, however, under direction of the Governor, the plan for asphalt was fast tracked, hence the timeline rolled out at the PAPA Environmental Seminar. We urge our members to reach out to PAPA with any comments or concerns regarding this new requirement.

Pennsylvania is leading the country in [published EPDs](#) with 567. For those members that have not gone through the process yet, I suggest you check out the [recording of our Mid-Atlantic and Northeast Virtual EPD workshop](#) that was held in December 2023. Also, check out Joseph Shacat’s presentations at the 2024 and 2023 Environmental Seminars (you’ll find those presentations from our [events and presentations archive page](#).) Currently there is only one

software tool that is out there, the [NAPA Emerald EcoLabel](#). NAPA helped write the product category rule for Asphalt EPDs, so you should have confidence that the tool reflects the ISO standards by which it is bound and was well thought out. Of course, as we learn more, I am sure we will see improvements in the tool.



Why develop EPDs? Of course, being required to do so is a compelling reason. But looking at the long-term implications, in my opinion, EPDs are the pathway to breaking down the barriers we as an industry have put up, and those on the agency side that prevent us from using higher percents of RAP. With GWP thresholds we will be encouraged or incentivized (and at some point, required) to produce mixes that have lower GWP. There are 3 primary ways to reduce GWP in an EPD: reduce the amount of raw (virgin) materials, reduce the haul distance of the materials,



and reduce the fuel usage at the plant. By using higher percents of RAP we are cutting down on the extraction of virgin aggregate from the earth. With the performance testing thresholds, we will have the checks and balances to ensure that the higher RAP mixes will perform

as well or better than conventional mixes. Looking back at those three primary ways of reducing GWP, all of them save us money.

One thing about this industry is we are constantly growing and advancing our product. Despite the challenges ahead, I hope we can focus on the long-term benefits that we can reap, and pass on to our customers, and the citizens of the commonwealth.

Until next time,

*Mary*

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



I am honored and pleased to become a member of the PAPA family/team, and I am looking forward to the challenges of being your Associate Director.

There are some of you that already know me very well from my previous position at PennDOT before I retired about 3-1/2 years ago, where I was the Pavement Testing and Asset Management Section Chief (PTAMS, a.k.a. PennDOT's Pavement Champion). There are others who may have met or seen me speak at a lot of the PAPA events previously (e.g., the Annual PAPA Conferences, the Regional Technical Meetings, or the PennDOT/PAPA/PTC Bus Tours) about what I was working on in partnership with PAPA and PennDOT. And for those of you who I have not met yet, or heard me speak, I welcome the opportunity to meet you in my new role and organization.



As for some of the asphalt pavement initiatives/special provisions/specifications I was intimately involved with in my past PennDOT position, you may recall that I was responsible for:

- The Warm Mix Asphalt (WMA) being advanced and incorporated into Pub. 408
- The Percent Within Limits (PWL – which was originally designated as Percent Within Tolerance or PWT) initiative

- Active participation with the Asphalt Pavement Quality Improvement Committee (APQIC)
- Identification, coordination and submission of the Asphalt Pavement Alliance (APA) Perpetual Pavement Award candidates (which PennDOT won for 10-years in a row prior to my retirement, and they have been keeping up the same winning effort since)
- Crumb Rubber Modified Asphalt Binder (CRMAB) pilot projects
- Asphalt Rubber – Gap-Graded (AR-GG) pilot projects
- Hot Pour Mastics (HPM) and their incorporation into Pub. 35, Bulletin 15 – Qualified Products List (QPL) for Construction

Some of the other pavement responsibilities that I was involved with and responsible for while at PennDOT included:

The PennDOT Videolog vendor contract (approximately 27,000 miles of highway were videologged each year – all of the NHS each year, and every other year for the rest of the non-NHS system)

- The Systematic Techniques for Analyzing and Managing Pennsylvania Pavements (STAMPP) program
- The Roughness Testing Program:
  - Testing of new pavements each year
  - Light Weight Profiler (LWP) Testing (Test Track) and Certifications (for both operators and equipment)
- The Friction (Skid) Testing program
- The Falling Weight Deflectometer (FWD) Testing
- The Location Referencing System (LRS)
- The Marcellus Shale / Posted and Bonded Roads

Since joining the PAPA team earlier this year, I have presented at several venues:

- PennDOT District 6-0 Winter School (CCPR for High Volume Roads, and Highly Polymer Modified Asphalt – Fuel Resistant (FR) Binder for Amish Buggy Routes)
- PAPA Regional Technical Meetings (CCPR for High Volume Roads, and Highly Polymer Modified Asphalt – Fuel Resistant (FR) Binder for Amish Buggy Routes)

Since joining the PAPA team earlier this year, I have been able to attend several educational events to broaden my knowledge base and make contacts with fellow peers and national experts at:

- The 2024 State Asphalt Pavement Association (SAPA) – Winter Meeting
- The 2024 National Asphalt Pavement Association (NAPA) - Annual Meeting
- The 2024 PAPA Environmental Seminar (the first one I ever attended)
- The National Center for Asphalt Technology (NCAT) Test Track Meeting – 8<sup>th</sup> such event (for research conducted over the past 24-years since they are on a 3-year cycle [2-years of research for each cycle and with 10 million ESALs each cycle])
- Webinars on:
  - TRB Webinar: Asphalt Content of Recycled Mixes by Ignition Testing
  - Balanced Mix Design (BMD): Specification to Implementation
  - Guidelines for the Use of Asphalt Overlays to Rehabilitate PCC Pavements – Part 2
  - IRA Low Carbon Transportation Materials (LCTM) Grant Program Informational Webinar
- Attended various meetings on subjects such as:
  - DEP’s Standard Protocol (SP-013) for Stack tests
  - Several potential PAPA new members
  - Internal PAPA meetings on budget, staff planning, schedules/calendars, upcoming events, staff assignments, etc.
  - Ignition Oven Correction Factor subcommittee
  - Mix Temperatures (e.g., holes in the sides of dump trucks and Infrared [IR] thermometers)
  - Transportation Construction Industry – Political Action Committee (TCI/PAC)
  - Various vendors
  - Pennsylvania Turnpike Commission (Zycotherm SP2)
  - SAPA Talks Zoom Meetings
  - Asphalt Mix QA Sampling and Temperature Check (NAPA’s Pavement

Economics Committee [PEC] research project

- Safety Committee Meeting
- PennDOT STIC Construction and Materials TAG: CCPR Development Team Meetings
- APQIC April meeting
- Asphalt Overlays to rehabilitate PCC Pavements – SR 28, Section A55 Break & seat (and webinar)
- PAPA’s audit review
- PAPA Low Carbon Transportation Materials (LCTM) Grant Task Force

Became the PAPA lead for the Associates Committee and the Safety Committee

Assisted the PAPA Director of Technical Services (DoTS) – Dr. Mary Robbins, P.E.<sup>OH</sup> with moving the Cold Central Plant Recycling (CCPR) for High Volume Roads – State Transportation Innovation Council (STIC) Construction and Materials TAG approved initiative forward.

Assisted the PAPA DoTS with moving the Highly Polymer Modified Asphalt – Fuel Resistant (FR) Binder for Amish Buggy Routes STIC Construction and Materials TAG approved initiative forward.

Initiated updating the Asphalt Plant Maps (including GPS coordinates - which are not found in Bulletin 41), PennDOT Pub. 41 – Producers of Asphalt Materials.

Feel free to contact me for assistance at 717-657-1881 ext. 5 or [steve@pa-asphalt.org](mailto:steve@pa-asphalt.org).

*Steve*

**Steven L. Koser, P.E.**  
Associate Director





## 2024 PAPA / PennDOT Bus Tour

On the road again. Just can't wait to get on that **PennDOT/PAPA Bus Tour** again. Sounds like a song, doesn't it? Mark your calendars for **July 30 and 31, 2024**, and register now for the Bus Tour hosted by PennDOT District 5.

**Day 1 - Tuesday, July 30<sup>th</sup>** - will involve a visit to an Interstate SMA paving project, a quarry tour, and a state-of-the-art asphalt plant tour amongst other scheduled stops.

**Day 2 - Wednesday, July 31<sup>st</sup>** - will include a discussion from District 5 Executive Chris Kufro on their program, a presentation on innovations and best practices in District 5, Q/A session on queries raised during the tour, a presentation on the new FHWA required IRI Verification Policy, an overview of ongoing PennDOT asphalt pavement related research and innovations, and a talk by PennDOT's new Deputy Secretary for Highway Administration, Christine Norris on her goals and objectives.

This is a highly anticipated educational event and the 100 spots on the two buses fill up quickly! So don't wait, register now for the 2024 PennDOT PAPA Bus Tour.

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

Registration is now open. [REGISTER HERE!](#)

Help us hit the ground running....here's how!



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[CLICK here for more information](#)  
**WofA - A Place for Women to Thrive**



Pennsylvania Branch Contacts	
<b>Chairwoman</b>	Heather Warner, Allan Myers
<b>Vice-Chairwoman</b>	Tammy Mysliwiec, Pine Test Equipment
<b>Treasurer</b>	Janice Brasher, Allan Myers
<b>Secretary</b>	Sheri Eldredge, Lindy Paving, Inc.

### Announcing the Pennsylvania Branch Women of Asphalt!

We are excited to officially announce the Pennsylvania Branch of Women of Asphalt! Women of Asphalt (WofA) is a national coalition which supports women in all aspects of the asphalt industry through mentoring, education, and advocacy, and by encouraging women to seek careers in the asphalt industry.

#### MEMBERSHIP

By becoming a member of Women of Asphalt (WofA) you are joining an organization which strives to advance and support women in the asphalt industry. There is **NO COST** to join and invaluable benefits to be had including connecting with women around the country working in various positions within the asphalt community, mentoring programs, networking events and employment leads.

In order to become a member of Women of Asphalt Pennsylvania, you must first be a member of national Women of Asphalt. After becoming a national member, you can become a member of any state branch. The sign-up is quick, easy, and free!

The Pennsylvania Branch will have opportunities to be involved in various chapter committees. Please send an e-mail to [WofA Pennsylvania Branch](#) to inquire about these opportunities.

#### SPONSORSHIP

WofA - Pennsylvania will be hosting events throughout the year. events will aim to give members and non-members an opportunity to connect and build industry relationships, provide learning opportunities, and help our communities. Sponsorships are integral in allowing us to provide the best experience possible.

**JOIN WofA Pennsylvania NOW!**  
**Email WofA Pennsylvania Branch**  
**Like us on FACEBOOK!**



## Welcome NEW MEMBERS...

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# PITTBOS

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# TOPCON

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A Selas Heat Technology Company

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



INDUSTRY PARTNER NEWS, TRAINING OPPORTUNITIES, and AWARDS



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**NAPA MEETINGS & EVENTS**



**New asbestos and PFAS reporting rules from the EPA may have industry implications.**

In 2023, the Environmental Protection Agency (EPA) finalized two reporting rules under their Toxic Substances Control Act (TSCA) authority that may be of interest to industry.

Manufacturers or processors of asbestos or asbestos-containing materials, that also meet other criteria, are required to report quantities and exposure-related information for the years 2019 – 2022, by May 24, 2024.

Regarding PFAS reporting, EPA’s Rule requires manufacturers, processors, and others to start reporting applicable PFAS data, effective March 2025, which is 18 months from the Rule’s finalization. It is likely EPA will provide additional instructions for PFAS reporting closer to the effective date.

NAPA’s Environmental Committee discussed both reporting rules during its January meeting in Orlando. While it is unlikely these rules will impact mix producers, there is uncertainty on whether they are applicable to ancillary activities associated with some NAPA members. Feel free to contact [Howard Marks](#) for additional information.



**Airport Pavement Technical Workshop**



### 2024 NCAT TEST TRACK CONFERENCE

The National Center for Asphalt Technology (NCAT Home (auburn.edu) Test Track Conference is a triennial event, that presents groundbreaking research from the latest cycle of accelerated pavement testing. It is a two-and-a-half-day showcase of research findings and advancements in the design, construction, mix design and testing, and preservative treatments to develop more sustainable and longer performing asphalt pavements.

The Test Track Conference for the eighth research cycle was conducted on May 7-9, 2024, at The Hotel at Auburn University, Dixon Conference Center in Auburn, Alabama. We attended and gleaned a considerable amount of usable information for the Association to continue to collaborate with our partners at PennDOT and the PA Turnpike Commission. We also met a number of new colleagues and worked to recruit a few new Associate members. Many topics were presented during the conference.

Please refer to the conference agenda [ttcagenda20240229.pdf](http://ttcagenda20240229.pdf) (auburn.edu) or any of the three below linked reports. Also included find eight recorded preservative treatment webinars produced by NCAT and MNRAODS (NCAT Partnership - MnROAD - MnDOT (state.mn.us)).

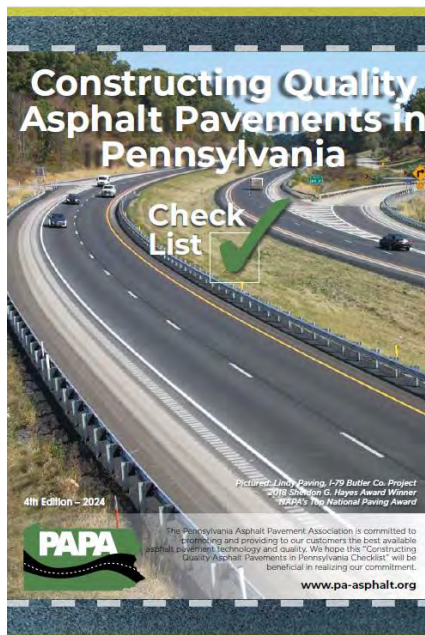


Figure 1 NCAT Cold Central Plant Recycled Mix Test Section sponsored by VDOT. No cracking after 30 million ESALS.

### Resources

- Test Track Findings: This document highlights the main conclusions of topics that span 24 years of research.
- Test Track Report Synopsis: This synopsis offers a concise overview of the research and findings from the eighth research cycle.
- 8th Cycle Test Track Report: This report provides detailed research and findings of experiments from the eighth research cycle.
- Pavement Preservation Webinars: The NCAT-MnRoad PG Study Findings Webinar series is designed to discuss the construction, performance, and conclusions from our test sections, with a focus on implementation of findings.

We have lined up Tom Harmon, P.E., Senior Research Engineer at NCAT to make a presentation at our 2025 Annual Conference on January 21, 2025, regarding relevant NCAT Test Track findings for Pennsylvania. He will be one of our headliner presenters and will have a vast plethora of information to share.



COMING SOON 4th Edition 2024



PAPA The Pennsylvania Asphalt Pavement Association is committed to providing and providing to our customers the best available asphalt pavement technology and quality. We hope this "Constructing Quality Asphalt Pavements in Pennsylvania Check List" will be beneficial in realizing our commitment. www.pa-asphalt.org



### 2022 Asphalt Pavement Alliance Perpetual Pavement Award Winners PennDOT District 10-0



*Pictured left- Marc Gardner, PennDOT and right- Jean-Paul Fort, NAPA*

The Asphalt Pavement Alliance (APA) announced today that the Pennsylvania Department of Transportation (PennDOT), District 10-0, has won a 2022 Perpetual Pavement Award: By Performance (PPA) for a 3.33-mile section of two-lane State Route 210 in Armstrong County originally constructed in 1971. PennDOT has earned an impressive consecutive 12 PPAs since the program began in 2001.

The award-winning section of State Route 210 was opened to traffic in 1971. The original construction consisted of an 11-inch unknown base course, 5 inches of bituminous concrete base course, and 1.5 inches of bituminous wearing course. With only two resurfacings, the total thickness on this project has increased by only 2.5 inches in over 51 years.

As the years between resurfacing have averaged 18.5 years, this section of State Route 210 easily meets the criteria for a PPA will continue to serve the travelers in Pennsylvania well into the future requiring little maintenance. PennDOT will be honored by the Pennsylvania Asphalt Pavement Association (PAPA) and presented with an engraved crystal obelisk.

“We’re honored that the Asphalt Pavement Association has recognized the Route 210 project for its Perpetual Pavement Award,” said PennDOT Secretary Mike Carroll. “Together with our industry partners, PennDOT continues to deliver quality projects that will stand the test of time and improve the reliability of our infrastructure.”



### 2023 Highest Quality Airport Pavement Ray Brown Award - Allan Myers



Allan Myers won big at the National Asphalt Pavement Association (NAPA) Annual Awards on Jan. 30 in Orlando, Fla. The company was honored with the esteemed 2023 Ray Brown Pavement Award for excellence in construction of an asphalt pavement and six Quality in Construction (QIC) awards. The Ray Brown award is presented to the highest scoring project for Quality in Construction – Airport Pavement.

Allan Myers won for the Lancaster Airport Runway 8-26 in Lititz, Pa. The project team completed milling, leveling, and paving within a strict 28-day runway shutdown. With little to no time available for rework, the Allan Myers team spent four months developing a detailed work plan, quality control and risk management processes, and mix testing and verification.

“All contractors’ projects earning a Quality in Construction award are measured against best practices designed to live up to that commitment,” said 2023 NAPA Chair Christian Zimmermann. “Earning the Ray Brown Award demonstrates that Allan Myers has met or exceeded these rigorous standards.”

Lindy Paving was honored as a finalist for the 2023 Sheldon G. Hayes Award at the 2024 NAPA Annual Meeting in Orlando, FL. The award goes to projects over 50,000 tons of asphalt that show excellent smoothness. Finalists undergo a two-year evaluation process and first had to be selected for NAPA’s Quality in Construction Award the previous year. As a runner up for this prestigious award, Lindy Paving and the Pennsylvania Department of Transportation, District 1, were honored and recognized for their exceptional quality work on SR 90 in Erie County, PA. Lindy Paving has won five Sheldon G Hayes Awards over the past thirty years, the most of any company.





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 4 scholarships at the PAPA Annual Conference in Hershey, PA on January 15, 2024.

We are ready to advertise that students will be able to apply and be considered for a Scholarship on or about September 1, 2024. The Committee intends to award at least one scholarship this calendar year.

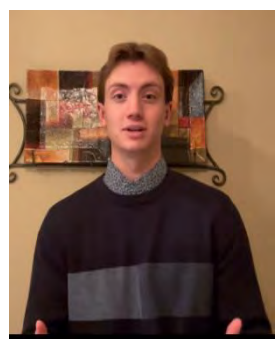
If anyone has a potential candidate for the **PAPA Gary L. Hoffman Scholarship**, please refer them to our website <https://www.pa-asphalt.org/> for guidelines and further information.

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

*Pictured left to right: Gary L. Hoffman, P.E., Matthew Eric Griffiths, Matt Geib, and Chairman Scott Nazar.*



Pictured Left:  
Madison  
Cornelius



Pictured Right  
Adam  
Evans



# 2024-2025 MEMBERSHIP DIRECTORY



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

## 2024-2025 PAPA Membership Directory

The NEW **2024-2025 PAPA Membership Directory** in the process of being updated and should be mailed to each delegate in July 2024. 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 do not receive your directory, please email [donna@pa-asphalt.org](mailto:donna@pa-asphalt.org) for your copy.

And **THANK YOU** to everyone that provided updates and those members that purchased advertising.

## PennDOT, PA Turnpike Announce the Start of Work Zone Speed Safety Camera Program

**Harrisburg, PA** –The Pennsylvania Department of Transportation (PennDOT) and the Pennsylvania Turnpike Commission (PA Turnpike), in partnership with the Pennsylvania State Police (PSP), today started enforcement of the statewide Work Zone Speed Safety Camera program. Previously referred to as Automated Work Zone Speed Enforcement, the initial five-year pilot program was made permanent when **Governor Josh Shapiro** signed [House Bill 1284](#) into law on December 14, 2013. [Act 38 of 2023](#) reaffirmed Shapiro’s commitment to public safety and built on his promise to ensure every Pennsylvanian feels safe in their community, including on the roadways.

Over the course of the five years of the pilot program’s operation, there was a 38% reduction in speeding in work zones (1 mph or more over the speed limit), a 47% reduction in excessive speeding in work zones (11 mph or more over the speed limit), and work zone crashes declined by up to 50% when a speed enforcement vehicle was present.

“The Work Zone Speed Safety Camera program is about making work zones safer for both workers and motorists by reducing speeds and changing driver behavior,” said **PennDOT Secretary Mike Carroll**. “Data from the pilot program shows it was successful, and we’re pleased that it’s now a permanent program in Pennsylvania.”

The legislation made several adjustments, effective Feb. 15, 2024, including a new 15-day warning period beginning on the mail date of the first violation. If a driver is caught speeding through a work zone by Work Zone Speed Safety Cameras, they will not receive a second violation until 15 days after the mail date of their first violation. This allows time for the warning to be delivered to the motorist to ensure they are aware of the program and change their driving behavior. Once the 15-day warning period has ended, multiple violations can be received on consecutive days, and even on the same day.

Additionally, under the new legislation, all violations are reset, meaning every motorist will start over with a first violation, even if they had received violations under the pilot program. Violations that were issued prior to Feb. 15, 2024, during the pilot program are still valid and will continue to be pursued.

Work zones with speed safety cameras deployed are marked with signage in advance of the enforcement area. To improve driver awareness and ensure the signs are more easily noticed by motorists, new high-visibility signs are being implemented.

Pennsylvania’s Work Zone Speed Safety Camera program uses vehicle-mounted systems to detect and record motorists exceeding posted work zone speed limits by 11 miles per hour or more using electronic speed timing devices. Camera systems are only operational in active work zones where workers are present. Registered owners will receive a warning letter for a first offense, a violation notice with a \$75 fine for a second offense, and a violation notice with a \$150 fine for third and all subsequent offenses. These violations are civil penalties only; no points will be assessed to driver’s licenses.

“Speed safety cameras are important tools for discouraging drivers from exceeding posted speeds,” explained **PA Turnpike Chief Operating Officer Craig Shuey**. “Paying attention and reducing speed are critical as drivers approach a work zone where workers are inches from live traffic. The goal of this program is to build awareness and most importantly, to change unsafe driving behaviors.”

“The pilot program demonstrated that even the first warning initiates a behavioral change as the percent of repeat offenders was less than 17 percent. Additionally, the program serves as a roadway reminder that safety is literally in each driver’s hands when they are behind the wheel.”

“Many injuries and fatalities in work zones can be prevented if drivers simply slow down, and that’s the goal of this program,” said **Pennsylvania State Police Director of the Bureau of Patrol Major Robert Krol**. “The cameras have been effective in making our work zones safer, and we look forward to seeing additional results from the program’s full-time implementation.”

In 2022, there were 1,293 work zone crashes in Pennsylvania, resulting in 14 fatalities, and 42% of work zone crashes resulted in fatalities and/or injuries. Since 1970, PennDOT has lost 90 workers in the line of duty. The PA Turnpike has lost 45 workers since 1945.

For more information on the Work Zone Speed Safety Camera program, including a list of projects where the units are deployed, visit [WorkZoneCameras.PennDOT.gov](http://WorkZoneCameras.PennDOT.gov)





# Quality Pavement Award

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LINDY PAVING, INC.



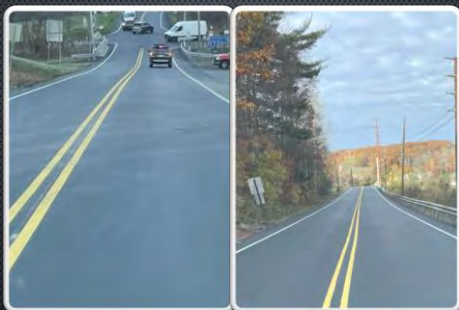
PENNDOT DISTRICT 1-0,  
LINDY PAVING, INC.



PENNDOT DISTRICT 2-0,  
IA CONSTRUCTION CORPORATION



PENNDOT DISTRICT 3-0,  
GLENN O. HAWBAKER, INC.



PENNDOT DISTRICT 4-0  
PENNSY SUPPLY, INC.



PENNDOT DISTRICT 5-0,  
J.D. ECKMAN, INC. &  
H&K GROUP, INC.







PENNDOT DISTRICT 6-0  
JAMES D. MORRISSEY INC.



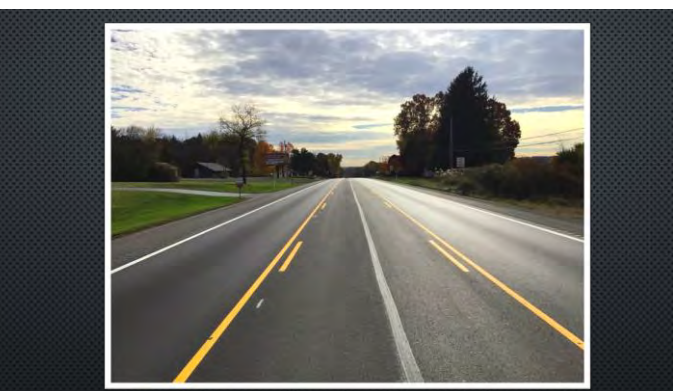
PENNDOT DISTRICT 8-0  
JVI GROUP INC & PENNSY SUPPLY, INC.



PENNDOT DISTRICT 9-0  
P&W EXCAVATING, INC.



PENNDOT DISTRICT 10-0,  
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PENNDOT DISTRICT 11-0,  
LINDY PAVING, INC.



PENNDOT DISTRICT 12-0,  
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*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!*



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