



# PAVING

Minnesota Asphalt  
Pavement Association

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

# PROGRESS

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## Think Smarter

The concrete pavement industry has made some outlandish claims against asphalt pavements. However when you look at the facts, the truth becomes clear – more funding for roads is needed.



today. We need to invest \$140 billion more each year.

In fact, these billboards are often adjacent to aging concrete pavements that have a hot-mix asphalt overlay since other methods to restore the ride were not deemed cost-effective.

Potholes in pavements are simply not a black and white issue.

Recent billboards are trying to shift the blame of our aging infrastructure onto the pavement type rather than the fact that transportation funding has not kept up with transportation needs. This is nothing more than a marketing ploy.

Asphalt pavements provide an invaluable benefit to taxpayers and to the economy. Often, these pavements have surpassed their design life, and whether a pavement is black or white, any pavement structure that is not maintained with adequate funding will show signs of distress. This is true especially in the freeze-thaw environment that we have in Minnesota.

According to the Minnesota Transportation Alliance's "A New Federal Partnership: Minnesota's Priorities for the New Surface Transportation Authorization Act" report dated January 2009:

Early in 2009, to provide guidance for the application of stimulus fund allocation, the American Society of Civil Engineers published its Report Card for America's Infrastructure. The rating shows that our overall transportation infrastructure in the U.S. is in very poor shape:

The National Surface Transportation Policy and Revenue Study Commission found that an investment of \$225 billion annually from all sources would be required over the next 50 years to upgrade our existing system to a state of good repair and create a system able to sustain a strong economy. We are spending less than 40% of this amount

- Aviation D
- Bridges C

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## NAPA Dispels Some Myths at GreenRoads Summit

During last month's CONEXPO-CON/AGG show in Las Vegas, FHWA and EPA co-sponsored an all-day GreenRoads Summit. Both concrete and asphalt industries were represented and provided an industry perspective at the beginning of the Summit. NAPA's Howard Marks took this opportunity to dispel some of the ongoing myths regarding environmental sustainability of different pavement materials. Specifically, three messages were conveyed: 1) pavement type (asphalt vs. concrete) does not make a difference on impacts to vehicle fuel economy – smoothness is the overwhelming characteristic that impacts the fuel use of vehicles traveling over the nation's roadways; 2) pavement color is not determinative of urban heat island effects; and 3) we need to focus on more basic concepts: reduce, reuse, and recycle – all of which asphalt pavements excel at. NAPA will be providing this type of similar information in a series of upcoming webinars.



## Warm Mix Asphalt

Warm-mix asphalt (WMA) is a technology with the potential to revolutionize the production of asphalt pavement mixtures and has significant environmental benefits and excellent long-term performance. Additives are used in the production of asphalt pavement that allow for the reduction of temperatures during production and placement. The benefits can include less emissions, lower energy used, better working conditions, longer haul distances, better workability of the asphalt mix, and paving during cooler temperatures.

Between 2008 and 2010 there was a significant increase in the number of WMA technologies marketed in the U.S. (over 20 technologies exist). The majority of U.S. states (45 total) and Canadian Provinces (all 10) have some experience with WMA and have documented trials. Recently, over 50 percent of these states have a specification for WMA and a number of states are allowing WMA as an alternative to hot-mix asphalt (HMA) providing the quality of the WMA meets or exceeds HMA. Visit [www.warmmixasphalt.com](http://www.warmmixasphalt.com) for more information.

## Newcomb Elected AAPT President

NAPA's Vice President – Research & Technology, Dave Newcomb, was elected President of the Association of Asphalt Paving Technologists (AAPT) for the coming year. The next AAPT Annual Meeting will be held in Austin, Texas on April 1-4, 2012. Visit [www.asphalttechnology.org](http://www.asphalttechnology.org) for more information.

## *Calendar of Events*

- **Mn/DOT Flagger Train the Trainer Course**  
Thursday, May 5, 2011 • Mn/DOT Arden Hills Training Center • Shoreview, MN
- **MAAPT 58<sup>th</sup> Annual Asphalt Conference**  
Wednesday, December 7, 2011 • **\*DoubleTree Hotel\*** • St. Louis Park, MN
- **Annual Asphalt Paving Awards Banquet**  
Wednesday evening, December 7, 2011 • **\*DoubleTree Hotel\*** • St. Louis Park, MN
- **MAPA 58<sup>th</sup> Annual Membership Meeting**  
Thursday-Friday, December 8-9, 2011 • **\*DoubleTree Hotel\*** • St. Louis Park, MN

# Asphalt Sidewalks – Yesterday & Today

By Bob Sedon, Assistant Vice President of Asphalt Marketing for United Refining Company in Pennsylvania.  
Entire article originally published in *Asphalt magazine*, Spring 2011. Used by permission.

Asphalt has been used for over 90 years to make public sidewalks in the U.S. The flexibility and durability of asphalt sidewalks keeps them in wide use today.

In the 1920 January – June edition of “The American City”, Walter Rosengarten discusses the advantages of asphalt sidewalks. With sidewalks, “the question of frost action generally becomes the important one. It is for this reason that an asphalt sidewalk is advantageous. It is yielding and will not readily crack and disintegrate with slight movements, thus permitting a less expensive foundation than must be used for a rigid type of surface.”

It was for these reasons, durability and cost efficiency, that in 1913 the city of Chicago decided to construct the sidewalks of Lincoln Park with asphalt. Years later George T. Donoghue, Chief Engineer of the Lincoln Park Commission, evaluated the asphalt sidewalks as having “given complete satisfaction despite the fact that they have been subject to much heavier traffic than was originally intended.”

For as long as 50 years, asphalt has been commonly used to construct sidewalks in parks, zoos, outdoor shopping malls and other large

outdoor areas where pedestrian traffic is the norm. Concrete sidewalks were the mainstays in cities and towns.



However, in today’s suburban environs, municipalities and home owner authorities have taken responsibility for many sidewalks or side paths, as they are sometimes called. The need for cost efficiency has become important. The distance between typical housing developments and suburban neighborhoods encourages the use of asphalt to build the sidewalks linking neighborhoods together.

Sidewalks, just like roads, can be constructed and repaired quickly and at low costs using asphalt. Asphalt allows for a continuous, uninterrupted surface making them safer to walk on

and making it easier to clear snow and ice in the winter. Local municipalities and housing authorities, typically looking to reduce maintenance costs, will make asphalt their sidewalk material of choice.

Asphalt has the advantage of being able to be stamped to look like brick, cobblestone and other construction materials. This process is simple and adds little to the cost of a plain asphalt sidewalk. The ability to color asphalt further enhances the appearance of these faux finishes. The results have been well received by the public and deemed successes by the administrators. With an ever-increasing number of contractors having the ability to stamp and color asphalt, home owners are also able to take advantage of these decorative finishes for asphalt sidewalks.

The use of asphalt for sidewalk construction goes far beyond solid black sheets of pavement. The benefits and flexibility of asphalt will continue to make it more and more popular as a material for sidewalks and pathways.

The entire article can be found at [http://www.asphaltinstitute.org/singlenews.asp?item\\_ID=2412](http://www.asphaltinstitute.org/singlenews.asp?item_ID=2412)

## NACE Conference

The Asphalt Pavement Alliance (APA) was pleased to be an exhibitor at the National Association of County Engineers (NACE) Conference at the Convention Center in Minneapolis on April 17 and 18, 2011.

Dave Newcomb, National Asphalt Pavement Association, Jill Thomas, MAPA, and Richard Wolters, MAPA, (see photo, from l to r) represented the APA at the exhibit booth.



Minnesota Asphalt Pavement Association

# 2011 Asphalt Contractors' Workshop/MN Quality Initiative Workshop



John Bukowski, FHWA



Rebecca McDaniel, North Central SuperPave Center, Purdue University

The 55<sup>th</sup> Annual Asphalt Contractors' Workshop/MN Quality Initiative Workshop was held on March 2, 2011 at the Earle Brown Heritage Center in Brooklyn Center.

The workshop is an activity of the Minnesota Quality Initiative in cooperation with the Federal Highway Administration (FHWA), Minnesota Department of Transportation (Mn/DOT), MN Pollution Control Agency, Local Road Research Board, MN County Engineers Association, MN Public Works Association, City Engineers Association of MN, American Council of Engineering Companies-MN, MN Association of Asphalt Paving Technologists, MN State University - Mankato, and MAPA.



Tom Ravn, Mn/DOT



Steve Hourscht, Caterpillar Global Paving

Presentations were made by several agency representatives.

- John Bukowski, FHWA, presented FHWA initiatives including Warm Mix, Safety Edge and more.
- Tom Ravn, Mn/DOT, presented

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John Garrity, Mn/DOT



Gaylen Ghylin, NAPA State Director, Commercial Asphalt Co.



Scot Schwandt, Wisconsin APA

## 2011 Workshop, continued from page 4

on the Project Development Process: Improvement Initiative by Mn/DOT to help improve upon the bidding process.

- John Garrity, Mn/DOT, gave an update on the 2011 bituminous specifications (2360, 2399 and 3139) available at [www.dot.state.mn.us/materials/bituminous.html](http://www.dot.state.mn.us/materials/bituminous.html).
- Dave Linell presented on bituminous laboratory procedure updates and how to select the right gyratory mix rather than Marshall mixes.

Research and industry representatives provided presentations on asphalt related topics.

- Gaylen Ghylin, NAPA State Director, Commercial Asphalt Co., described the 2010-2011 initiatives of the Asphalt Pavement Alliance (see [AsphaltRoads.org](http://AsphaltRoads.org)).
- Rebecca McDaniel, North Central SuperPave Center, Purdue University, presented on the national perspective on RAP and green technology.
- Steve Hourscht, Caterpillar Global Paving, gave guidance on how to produce quality asphalt joints.
- Scot Schwandt, Wisconsin Asphalt Pavement Alliance, discussed fractured slab technology and rehabilitation strategies for deteriorated concrete pavements.
- Michael Swanson, Astec, Inc., presented how solar energy can be used to augment power supply to hot-mix asphalt plants.
- David Rettner, American Engineering Testing, Inc.

presented how local agencies have implemented the use of gyratory mix design over Marshall.



*Michael Swanson, Astec, Inc.*



*David Rettner, American Engineering Testing, Inc.*

This year's event was co-chaired by Gregory Johnson from the Minnesota Department of Transportation (Mn/DOT), and Tim Mueller from Wm. Mueller & Sons, Inc.

A special thank you to all the speakers, moderators, trade booth exhibitors, conference participants, and the planning committee of the 2011 Workshop!

## Think Smarter, continued from page 1

- Inland Waterways D-
- Rail C-
- Roads D-
- Transit D

The current spending level of \$70.3 billion for highway capital improvements is well below the estimated \$186 billion needed annually to substantially improve the nation's highways.

It would benefit taxpayers, agencies, and industry if we worked together for the common good of securing stable transportation funding to meet our infrastructure needs instead of using marketing tactics that detract from the actual issue at hand.

Apples to apples, asphalt pavements are more durable, more economical, smoother, quieter, and the most widely selected pavement.

Think smarter, look at the facts, don't believe the hype.

***Visit [www.AsphaltIsBest.com](http://www.AsphaltIsBest.com) and [www.AsphaltRoads.org](http://www.AsphaltRoads.org) for more information.***

***Pass this on to anyone who may be interested in the facts.***

# Spotlight on Nick Thompson, Mn/DOT Director of Policy, Safety & Strategic Initiatives Division



An interview by Jill Thomas, P.E., Associate Director, Minnesota Asphalt Pavement Association

Nick is one of two Mn/DOT upper staff who were born and raised in Caledonia (a city located in the southeast corner of Minnesota and is about 10 miles from Iowa or Wisconsin). Read on to find out who the other is.

Nick attended Gustavus Adolphus College for his Bachelor of Arts and the University of Wisconsin – Milwaukee for his Master of Urban Planning. Nick has always been interested in transportation. His experience as an intern with the cities of Red Wing, St. Peter, and Shakopee during his undergrad studies confirmed to him the choice of careers.

Nick's career at the Minnesota Department of Transportation (Mn/DOT) began in 1996 with the Freeway Operations Office (now part of the Regional Traffic Management Center). Over his four and a half years in that office he was a Project Analyst, Transportation Program Specialist, Engineering Specialist and an Information Technology Specialist. His projects ranged from implementing multi-jurisdictional Intelligent Transportation Systems (ITS), developing freeway management system software, and managing an upgrade to the next generation of the Traffic Management System command

and control systems.

For the next seven years, Nick was the Traffic Operations Manager in Mn/DOT's Metro District. He managed 25 staff and the Regional Traffic Management Center (RTMC) Control Room Operations. This includes Control Room Operators, Highway Helpers, an Incident Management unit, Traffic Analysis unit, Computer Programmers, Traveler Information staff, and Public Relations functions. He also managed the deployment and operations of the Statewide 511 Traveler Information Program. (So if you are stuck in traffic, Nick is the guy to call to ask for help with the stoplights! Kidding.) Nick also spent a year on a special project as the 394 MnPASS Project Manager. While there, he was the Technical Project Manager for Mn/DOT's first Toll Road Facility.

In 2006, Nick became the East Area Manager and provided managerial direction to deliver transportation projects within the Metro East Area, from the scoping to the letting phase. He set priorities for long-range programs

within the Metro District and was responsible for building and maintaining relationships with key stakeholders for a smooth program delivery.

Then in 2007, Nick transitioned into the position of Urban Partnership Agreement (UPA) Program Manager. He managed the design, implementation and operation phase of Minnesota's \$180 Million UPA program. He coordinated the multi-agency design, construction, and opening operations of 26 separate transit, highway, tolling, technology and tele-commuting projects. He was also part of the team that developed projects to route projects and traffic after the I-35W bridge collapsed.

Starting in January 2011, Nick became the Director of the Policy, Safety & Strategic Initiatives Division. He is the Director over the Offices of Policy Analysis, Research & Innovation, Civil Rights, Traffic, Safety & Technology, and Materials &



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# Spotlight on Nick Thompson,

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Road Research. The division has approximately 262 employees.

Nick faces some major challenges in his position, specifically maintaining and growing the infrastructure with competing needs for funds. The Materials & Road Research Office uses models to predict the condition of the aging infrastructure, and transportation funds are not keeping pace with the projected needs. His offices are looking for creative means to optimize dollars for the benefit of the public.

Nick is very proud of his staff. He says they are extremely dedicated at serving Minnesota, they work

very hard to contribute to a better quality of life for Minnesotans and their expertise is second to none to achieve the best infrastructure in the safest manner.

Nick and his wife, Jen, have three children: Sam (12), Abe (8), and Clara (3). In his spare time, Nick enjoys golf, reading, and taking the kids to baseball games. Nick and Jen are also new urban chicken farmers.

(P.S. Jon Chiglo, Mn/DOT Division of Engineering Services Director is also from Caledonia.)

*Best of luck Nick, and thanks for building 'em black!*

## MAPA Web Site

MAPA has recently updated our web site ([www.AsphaltIsBest.com](http://www.AsphaltIsBest.com)) to include several new resources and MAPA members listings.

Some articles you may be interested in are:

- The Asphalt Advantage
- Think Smarter
- Porous Asphalt Pavements
- 2010 Ecological Commendation Award Winners
- RAP Stars of the Great North

*Visit [www.AsphaltIsBest.com](http://www.AsphaltIsBest.com) routinely for more information.*

## Contact MAPA's Contractor Members For All Your Hot-Mix Asphalt Paving Needs!

All Members Are Listed at [www.AsphaltIsBest.com](http://www.AsphaltIsBest.com)

• Aggregate Industries	• Hardrives, Inc.	• North Valley, Inc.
• Anderson Brothers Construction Co.	• Hawkinson Construction	• Northland Paving, LLC
• Asphalt Surface Technologies Corp.	• KGM Contractors, Inc.	• Northwest Asphalt, Inc
• Barton Enterprises, Inc.	• Knife River Corporation - North Central	• Pine Bend Paving, Inc.
• Bemidji Bituminous Inc.	• Knife River Materials	• Plehal Blacktopping, Inc.
• Bituminous Paving, Inc.	• Mark Sand & Gravel Co.	• Rum River Contracting Company
• Bituminous Roadways, Inc.	• McNamara Contracting, Inc.	• T.A. Schifsky & Sons, Inc.
• Commercial Asphalt Co.	• Mesabi Bituminous, Inc.	• Tri-City Paving, Inc.
• DMJ Asphalt Inc.	• Midwest Asphalt Corporation	• Ulland Brothers, Inc.
• Duininck Inc.	• Minn-Dak Asphalt, Inc.	• Valley Paving, Inc
• FPI Paving Contractors, Inc.	• North Metro Asphalt	• Wm. Mueller & Sons, Inc.
		• W W Blacktopping, Inc.

# MAPA's Associate Members

Accurate Test Systems, Inc.  
American Agency, Inc.  
American Engineering Testing, Inc.  
Anderson Industrial Scales, Inc.  
Antigo Construction, Inc.  
Area Lakes Testing  
Arr-Maz Custom Chemicals  
Bomag Americas  
Boyer Trucks  
Braun Intertec Corporation  
Brock White Company LLC  
Carlson Tractor & Equipment  
Caterpillar Paving Products Inc.  
Cedarleaf, Cedarleaf & Cedarleaf, Inc.  
Century Fence Co.  
Certainteed Corporation  
Clarence Richard Company  
Cobb Strecker Dunphy & Zimmermann  
Construction Bulletin  
Crysteel Truck Equipment, Inc.  
Custom Welding & Metal Fab, Inc.  
Dahl Trucking  
Dem-Con Companies  
Dillman Equipment; a Div. of Astec Inc.  
Dresser Trap Rock Company  
East Jordan Iron Works  
Eide Bailly LLP  
Erickson Engineering Co.  
Esch Construction Supply, Inc.  
Ess Brothers & Sons, Inc.  
Fabyanske, Westra, Hart & Thomson, P.A.  
Foth Infrastructure & Environment, LLC

Gencor Industries, Inc.  
Grant Thornton LLP  
Hayden-Murphy Equipment Co., Inc.  
HHTC, Inc. DBA Pirtek Midway Highway Technologies  
Humboldt Manufacturing  
Independent Testing Technologies, Inc.  
Inspec, Inc.  
Interstate Engineering, Inc.  
Intex Corporation  
J.D. Donovan, Inc.  
Johnson Crushing, Inc.  
Kennametal Tricon Metals & Services, Inc.  
Kraemer Mining & Materials, Inc.  
L.G. Everist, Inc.  
Leonard, Street & Deinard, P.A.  
Lubrication Technologies, Inc.  
Marathon Petroleum Company LLC  
Martin Marietta Aggregates  
Max Steininger, Inc.  
Maxam Equipment, Inc.  
Midstates Equipment & Supply  
Minnesota Laborers - Employers Cooperation and Education Trust  
Minnesota Petroleum Marketers Assoc.  
Minnesota Trucking Association  
Murphy Oil USA, Inc.  
MWV Asphalt Innovations  
Northern Balance & Scale  
Northwest Process Equipment, Inc.  
Nuss Truck & Equipment  
Olson and Welle, P.C.

Patrick Burns & Associates  
PQ Corporation  
Prinsco, Inc.  
R and G Construction Co.  
RB Scott Company, Inc.  
RDO Equipment Co.  
Ritchie Bros. Auctioneers (America) Inc.  
RJ Ahmann Company  
Road Machinery & Supplies Co.  
Roadtec, Inc.  
Rotochopper, Inc.  
Ruffridge-Johnson Equipment Co., Inc.  
Safety Signs  
Scharber & Sons  
Severson, Sheldon, Dougherty & Molenda, P.A.  
Shell Oil Products - US  
SPC Engineering & Testing, Inc.  
Swanston Equipment Companies  
T.C. Field & Company  
TexPar Energy, LLC  
Tri-State Aggregate Machinery  
Truck Utilities, Inc.  
Unique Paving Materials Corp.  
Vance Brothers  
Volvo Construction Equipment  
Wenck Associates, Inc.  
Wheeler Lumber LLC  
Widseth Smith Nolting  
Ziegler CAT

## Welcome to Our Newest Associate Members:

- Rock On Trucks Inc.
- Stonebrooke Engineering, Inc.



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