



Minnesota Asphalt  
Pavement Association

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

# PROGRESS

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## Warm Mix Asphalt Projects

**W**arm Mix Asphalt (WMA) technology allows the mixing, lay down, and compaction of asphalt mixes at significantly lower temperatures compared to hot mix asphalt (HMA). The technology can reduce production temperatures by as much as 30 percent. Recent project mixes have been designed with one of three common additives to create warm mix: Aspha-min®, Sasobit®, or Evotherm. The National Center for Asphalt Technology describes these three products as follows.

Aspha-min (a.k.a. zeolite) is a product of Eurovia Services GmbH based in Germany. When Aspha-min is added to the mix at the same time as the liquid asphalt, the internal water is released and causes the asphalt binder to microscopically foam, which allows increased workability and aggregate coating at lower temperatures.



Sasobit is a product of Sasol International, Hamburg, Germany. Sasobit is a paraffin-wax compound with a smaller crystalline structure and is believed to reduce brittleness at low temperatures as compared to bitumen paraffin waxes.

Evotherm is a non-proprietary technology developed especially for

WMA by MeadWestvaco Asphalt Innovations in the United States. It is based on a chemistry package that includes additives to improve coating and workability, adhesion promoters, and emulsification agents. No plant modifications are required for using Evotherm. The mix can be stored in silos.

NCAT is completing the laboratory evaluation of the additives and information can be accessed at NCAT's website: [www.ncat.us](http://www.ncat.us).

### Warm mix demo successful in Milwaukee

Nearly 100 people, including contractors, academics, suppliers, and agency personnel, participated in the event held June 19-20, 2006. Payne & Dolan produced approximately 1,000 tons of WMA using Sasobit and 1,000 tons using Evotherm for paving operations on Ryan Road (SR 100) in Milwaukee (see photo to left). The Sasobit-produced asphalt was laid at about 230 degrees, and the Evotherm warm-mix was laid at about 215 degrees. Attendees heard technical presentations about the technologies and saw them being used in paving operations and being compacted. A traditional mix was used for one lane, allowing side-by-side comparisons of warm mix and hot mix.

“Both warm-mix products performed well,” said Len Makowski, regional engineering services supervisor at Wisconsin DOT. “We have wanted to examine how the warm-mix process works, because we are interested in testing environmentally friendly technologies.” The warm-mix demo was



sponsored by the Wisconsin DOT, Payne & Dolan, Asphalt Pavement Alliance, and the Wisconsin Asphalt Pavement Association.

### Warm mix in Ohio

The Ohio DOT, FHWA, Flexible Pavements of Ohio, and the Asphalt Pavement Alliance are sponsoring a one-day Open House in conjunction with a field trial of three WMA technologies, September 12, at Cambridge, Ohio. A morning educational program will be followed by afternoon field trips to the asphalt plant and paving site.

ODOT will construct a 12-mile project in four sections, one each for three warm-mix technologies – Aspha-min, Evotherm, and Sasobit – and one for a control section. In a joint effort by academia, industry and ODOT, all the laboratory and field testing identified by the Warm Mix Asphalt Technical Working Group (WMA-TWG) will be conducted for Flexible Pavements of Ohio by the National Asphalt Lab at Ohio University. For more information, see [http://www.hotmix.org/PDFs/Alliance/Warm\\_Mix\\_Flyer.pdf](http://www.hotmix.org/PDFs/Alliance/Warm_Mix_Flyer.pdf) or contact Flexible Pavements at 614-221-5402.

# Technical Resources

## AASHTO MATERIALS BOOK NOW AVAILABLE

The 26th Edition of the Standard Specifications for Transportation Materials and Methods of Sampling and Testing (Materials Book) and AASHTO Provisional Standards, 2006 Edition, is now available. The Materials Book and AASHTO Provisional Standards are now sold as a set. The Materials Book contains more than 415 materials specifications and test methods commonly used in the construction of highway facilities. The specifications have been developed and maintained by transportation departments through



participation in AASHTO's Subcommittee on Materials. In addition, pertinent ASTM specifications approved by member states are included. The set is available on CD or in book format. The cost of the set in book format is \$680 (AASHTO members \$575); the cost for CDs is \$780 (\$675 for AASHTO members). You can order the book format (E49-HM-25-M) or the CD format (E49-HM-25-CD), as well as other AASHTO publications, by calling 800-231-3475 or visiting

the online bookstore at <https://bookstore.transportation.org>

## NEW TO MAPA'S WEB SITE

Be sure to visit our web site at [www.asphaltisbest.com](http://www.asphaltisbest.com) to see our list of members and for updates, including the following resources:

- "Asphalt is Best" – June 2006
- "Uses of Salvaged Bituminous Material" – May 2006
- "HMA is THE Choice for Heavy Loads" – April 2006
- "Rubblization and HMA Overlay in Faribault County" – November 2005
- "Recycling Hot Mix Asphalt" – June 2005

# Calendar of Events

### International Conference on Perpetual Pavement

Wed, September 13 - Fri, September 15, 2006  
Columbus, OH

### Materials and Energy Conservation for Hot-Mix Asphalt A National Workshop

Wed & Thurs, November 1-2, 2006  
Adam's Mark Hotel • Indianapolis, IN

### MAAPT 53rd Annual Asphalt Conference

Wed, December 6, 2006  
Northland Inn • Brooklyn Park, MN

### Annual Asphalt Paving Awards Banquet

Wed, December 6, 2006  
Northland Inn • Brooklyn Park, MN

### MAPA 53rd Annual Meeting

Thurs & Fri, December 7 & 8, 2006  
Northland Inn • Brooklyn Park, MN

### North Central Asphalt User Producer Group Meeting

Wed & Thurs, January 10 & 11, 2007  
Hilton Hotel • Minneapolis/St. Paul Airport

### NAPA's 52nd Annual Meeting

Sun, February 18 - Wed, February 21, 2007  
San Francisco Marriott • San Francisco, CA

### 51st Annual Asphalt Contractors' Workshop/Quality Initiative Workshop

Tues, February 27, 2007  
Earle Brown Heritage Center  
Brooklyn Center, MN

# Politics Threaten Highway Trust Fund

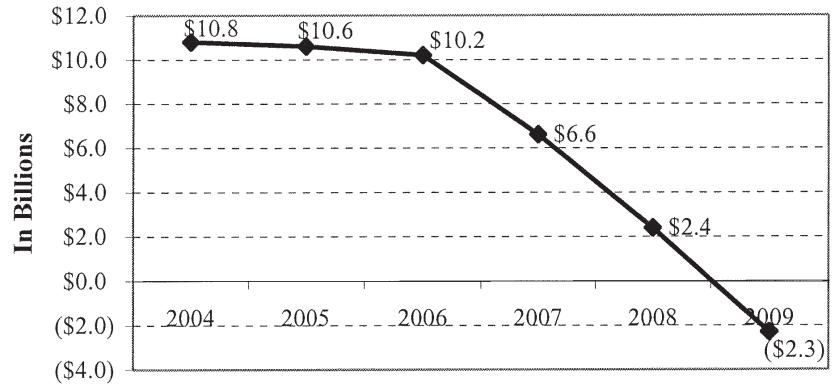
By Jay Hansen, Vice President - Government Affairs, National Asphalt Pavement Association

In the mad rush to give consumers relief from surging gas prices, some members of Congress - facing election year pressure - are thinking the unthinkable. They are proposing bills and amendments to establish a federal gas tax holiday. While it is unlikely the 18.4 cent per gallon tax collected at the refinery would be passed on to consumers, the Highway Trust Fund would certainly be put at fiscal risk.

The rapid increase in the price of oil comes as most of the big decisions that Congress will have to make about the future of federal surface transportation programs in the next few years will be framed by the scarcity of financial resources for the Highway Trust Fund. According to the Administration's own estimates, the balance in the Highway Account of the Highway Trust Fund will very likely reach zero and then go negative sometime between 2008 and 2010. These estimates were reached when gas prices averaged \$2.50 a gallon.

The revenue strain on the Highway Trust Fund under current conditions may be severe enough to force a mid-course correction in the funding and revenue levels authorized in SAFETEA-LU. The cash balance in the highway account at the start of fiscal 2006 was \$10.6 billion. The next look at the cash balance of the Highway Trust will be in July when the Office of Management Budget releases its mid-session review of the budget. Given current gas price trends, estimates of revenues into the Highway Trust

Highway Trust Fund Balance Highway Account



Fund will certainly be revised downward, moving up the date in which the Highway Trust Fund balance dries up.

It is in this fiscal environment, Senators and Representatives of both political parties are pushing proposals to suspend or repeal the 18.4 cent federal gas tax. The federal gas tax is not the cause of soaring gas prices. The federal gas tax has not been raised since 1993. In fact, each year the gas tax loses purchasing power. Yet, members of Congress seem to suggest starving the federal Highway Trust Fund of revenue is a solution to higher gas prices.

Suspending the federal gas tax would reduce revenues in the Highway Trust Fund by \$2.5 billion per month. The proposal to give every consumer a \$100 rebate check is the equivalent of a nine-month federal gas tax holiday.

Proposals to suspend or repeal gas taxes are also being pushed at the state and local level. Ironically, cutting federal and state investment in highway improvements

will only exacerbate traffic congestion across the country, causing motorists and truckers to spend even more on motor fuel.

As long as gas prices remain high, the possibility exists that at any time a federal gas tax holiday could be voted on in the House or Senate. The National Asphalt Pavement Association will maintain a web site at <http://legislative.hotmix.org> to keep the hot-mix asphalt industry apprised of late breaking developments and help the industry communicate with their federal lawmakers on this issue. NAPA's legislative web site is informative, and makes communicating with members of Congress easy, fast, and painless.

Using the gas tax for political expediency would be bad public policy and set a very dangerous precedent. Do not make it easy for Congress to enact a Federal gas tax holiday. Get involved and let Congress know exactly how you feel.

Jay Hansen can be reached at [jhansen@hotmix.org](mailto:jhansen@hotmix.org).

# Spotlight on Khani Sahebjam, P.E.

*Metropolitan District Engineer, Mn/DOT*

*An interview by Jill M. Thomas, P.E.*

**K**hani's drive and flexibility has helped to place him in the job he deems as one of the best at the Minnesota Department of Transportation (Mn/DOT).

As the Metropolitan District Engineer, Khani is charged with providing executive leadership for the planning, design, construction, operation, and maintenance of interstate and trunk highway systems in the St. Paul, Minneapolis, and surrounding eight counties with numerous municipal involvement. The population in the Metro includes 2.8 million people that live in 156 cities and 54 townships and travel more than 74 million vehicle miles per day in the metro district area. According to the Mn/DOT Pavement Fact Sheet, 74 percent of the 1,747 miles of Mn/DOT highways in the Metro District are surfaced with bituminous.

To help him attain his goals, Khani relies on his diverse background of professional experience and education. He received his Bachelor of Science in Civil Engineering in 1982 and his Master of Science in Structural Engineering in 1984, both from South Dakota State University, where he met wife, Barb. After college, they moved to Texas and Khani worked at two consultant firms; the first as a designer of storm and sanitary sewers and the second as a Civil Engineer for site development projects and highway design. Khani



took the opportunity to return to the Midwest when he accepted a Structural Engineer position at HNTB Corporation's office in Minneapolis. Then he moved to SRF Consulting Group, Inc. as a Senior Design Engineer.

Khani's career at Mn/DOT began in 1990 as a Senior Engineer in the Office of Bridges and Structures in St. Paul. Khani spent one year as a Senior Engineer in the Office of Research Administration, however his first love of bridges brought him back as the Principal Engineer at the State Aid Bridge Office. Then, he was promoted to Senior Administrative Engineer responsible for Program Delivery and the local bridge replacement program and distribution of State bonds to local agencies to fund these bridges. Next, he became the Assistant State Bridge Engineer and responsible for planning and programming of trunk highway bridges. Finally, just before the position he holds today, Khani was the Director of Program Delivery for the Metro District in charge of

development and delivery of transportation projects in the Metro including the Design/Build program.

When asked what opportunities and challenges face him as the Metropolitan District Engineer, Khani reflected that changes in global and national events, energy prices, and insufficient funding to address the needs are on the radar screen. As are most agencies, the Metro District is trying to do more with less, while maintaining safety, the highest level of service possible and manage congestion. He looks forward to working together with industry as a team to build relationships and trust. He believes that trust in the government is very important and he credits his staff as good people that want to do the right thing. The challenge as public administrators is the balance between technical data and public expectation.

Khani and Barb have a daughter and a son that enjoy soccer and basketball. In his spare time, Khani enjoys golf and is a history buff.

*Congratulations, Khani, on your new position!* ■



# Upcoming 2006 Conferences

## International Conference on Perpetual Pavement

The Ohio Research Institute for Transportation and the Environment (ORITE) is hosting an International Conference on Perpetual Pavement to discuss issues related to the design, construction and monitoring of perpetual pavements. Participants from many places and perspectives will share their lab and field experiences, learn about some of the latest flexible pavement research, and contribute to perpetual pavement knowledge and best practices. The conference will be held September 13-15, 2006, in Columbus, Ohio. Registration is available at [www.ohio.edu/icpp/](http://www.ohio.edu/icpp/).

## Materials and Energy Conservation for Hot Mix Asphalt, A National Workshop

The National Asphalt Pavement Association, the American Association of State Highway and Transportation Officials, and the Federal Highway Administration, in cooperation with the Asphalt Pavement Association of Indiana, are sponsoring a National Workshop on Materials and Energy Conservation for Hot-Mix Asphalt. This one and a half-day workshop will focus on materials and energy issues affecting the production and economics of HMA.

The workshop, being held in Indianapolis, Indiana, at the Adam's Mark Hotel, will begin at 8:00 a.m. on Wednesday, November 1, and conclude at



12:00 noon on Thursday, November 2. Coping with the modern challenges of availability and cost of materials and energy is one way of ensuring the viability of our national infrastructure. Please mark your calendar.

To make hotel reservations, call (800) 444-2326 and mention the National Asphalt Pavement Association group block. Register by calling Carol Metzger toll-free at NAPA, (888) 468-6499.

## MAPA's 53rd Annual Meeting/Annual Asphalt Paving Awards Banquet and MAAPT's 53rd Annual Asphalt Conference (RETURNING TO THE NORTHLAND INN)

The 2006 MAAPT Asphalt Conference (WEDNESDAY, Dec. 6, 2006), joint MAAPT/MAPA Awards Banquet (evening of WEDNESDAY Dec. 6, 2006), and the MAPA Annual Meeting (THURSDAY and FRIDAY, Dec. 7-8, 2006) will be returning to the Northland Inn & Conference Center in Brooklyn Park, MN.

The Northland Inn and Conference Center is located at 7025 Northland Drive North, which is on the northwest quadrant of I-694 and Boone Avenue North. For lodging, please call (763) 536-8300. More information will be available as the event time approaches. ■

## Feasting on Asphalt

For those of you who enjoy cooking, or like to travel to new and interesting restaurants, "Feasting on Asphalt" is the name of a 4-part series airing on the Food Network Channel through August. T.V. personality, Alton Brown tours on his motorcycle from Savannah, GA., to Los Angeles, CA., stopping along the way to sample the cooking. He also has a recent New York Times article titled "Zen on Hot Asphalt for a Biker on Business." For more information, check out his website at [www.altonbrown.com](http://www.altonbrown.com).





It's common sense – transportation taxes should go to transportation projects. A YES vote on Minnesota's Transportation Amendment will ensure that all of the existing sales tax Minnesotans pay on vehicles will be spent on our roads, bridges, highways and public transit.

Twenty-five years ago, the legislature decided that all revenue from the existing motor vehicle sales tax should be used for transportation, but every year all or some of the money gets diverted to other purposes. By voting YES on this amendment, you can increase funding for transportation by \$300 million each year – a significant investment in roads and transit.

Currently, there are 845 coalition members and supporters including advocacy organizations, chambers of commerce, labor groups, transportation and non-transportation related businesses, counties, cities, townships, and other supporters. For more information or to get involved visit <http://voteyesmn.org/>

## MSES FALL OUTING: Sept. 13-15, 2006

Would you like to join the Minnesota Surveyors' and Engineers' Society in its 110th year? You don't have to be an engineer or surveyor to be a member – if you are involved with any aspect of transportation, you will be among your peers.

Please join us at our 84th Fall Outing on September 13-15, 2006 at Madden's Resort on Gull Lake near Brainerd, visit [www.mses.org/events.htm](http://www.mses.org/events.htm). This event raises scholarship money for land surveying students at St. Cloud State University, civil engineering students at Minnesota State University – Mankato, University of Minnesota, North Dakota State University, and a limited number of scholarships are awarded to midwest-regional engineering schools whose students qualify (2006-07 and 2005-06: Iowa State University and University of North Dakota; 2004-05: Michigan Technological University and South Dakota School of Mines and Technology).

Acting on responses from the Fall Outing survey last December, there are added activities: a new



“Casino Night” on Wednesday night from 7-10 pm to be run by professionals this first year, a sign-up for casual golfers on the 9-hole course, and an opportunity to use the Panache Spa. The three-day event also includes the familiar tournaments in golf, tennis, cribbage, shuffleboard, trapshooting, fishing, bocce ball, jarts and croquet. It's a chance to socialize with your friends and make new acquaintances. The informal Banquet, with valuable door prizes (including a weekend at Madden's), will be held on Thursday the 14th at 7:00 p.m.: tickets may be acquired at the Outing with a \$30 contribution. Registration forms will be mailed (early-mid July) to current MSES members, and Banquet tickets will be mailed to over 100 corporations and organizations.

If you are not an MSES member, you may join at the Fall Outing – annual dues are \$30 (pays for membership through 2007) in addition to the \$15 registration fee. If you need further information, go to [www.mses.org/events.htm](http://www.mses.org/events.htm), email [ann@mses.org](mailto:ann@mses.org), or call Ann at (651) 457-2347.

# Top 20 Reasons Why People Select Hot Mix Asphalt Pavements

- 1** The Versatility of hot-mix asphalt (HMA) pavements permits construction and thickness of a pavement structure that will meet the needs of any pavement project.
- 2** Ninety-four percent of all pavement surfaces in the United States have been built with HMA.
- 3** HMA pavements have a long record of success and excellent performance.
- 4** Stage construction allows strengthening of the pavement as the need arises. Each successive layer substantially increases the load carrying capacity and provides a thoroughly adequate, all-weather pavement for the initial development of building projects.
- 5** HMA helps facilitate access to the job site for workers, supplies, and equipment is a money saver for developers and builders.
- 6** HMA pavements can be widened easily.
- 7** Utility cuts and trenches and subsequent patching can be made quickly and easily when utility lines under the pavement need repair.
- 8** HMA provides greater visibility of traffic markings and striping.
- 9** Snow melts faster on HMA pavements. Snow and ice chemicals do not harm HMA pavements.
- 10** Perpetual HMA pavements provide more strength per inch than any other type of flexible pavement.
- 11** HMA pavements provide safe frictional resistance and superior riding qualities.
- 12** HMA pavement does not require long curing periods.
- 13** Designs are tied directly to anticipated traffic volume and weight.
- 14** Traffic maintenance and control is easier with HMA pavement construction.
- 15** HMA pavements are 100% recyclable and HMA pavements have salvage value.
- 16** HMA pavements experience no blowups.
- 17** The advantages of HMA pavement make roads safer for everyone.
- 18** HMA pavements can be constructed faster.
- 19** HMA pavements have consistently been less costly to build and maintain based on comparable designs.
- 20** HMA pavements blend with and enhance natural surroundings, for example, National Park and U.S. Forest Service roads, and multi-use recreational facilities.

There is no wonder that when pavement users consider pavement choices that most choose HMA pavement. From economics to versatility to environmental factors to durability to recycling - the answer is that the finest pavement available in the world is a properly designed quality HMA Pavement! ■

## MAPA's Contractor Members

Aggregate Industries NC Region  
Anderson Brothers Construction Co.  
Barton Enterprises, Inc.  
Bauerly Companies  
Bituminous Paving, Inc.  
Bituminous Roadways Inc.  
Buffalo Bituminous  
Commercial Asphalt Company  
DMJ Corporation  
Duininck Bros., Inc.  
FPI Paving Contractors, Inc.  
Hardrives, Inc.  
Hawkinson Construction  
Lakes Paving, Inc.  
M. R. Paving & Excavating, Inc.  
Mark Sand & Gravel Company  
McNamara Contracting, Inc.

Midwest Asphalt Corporation  
Minn-Dak Asphalt, Inc.  
North Valley, Inc.  
Northern Paving, Inc.  
Northland Paving, LLC  
Northstar Materials, Inc.  
Northwest Asphalt, Inc.  
Pine Bend Paving, Inc.  
Plehal Blacktopping, Inc.  
River Bend Asphalt Company  
Shamrock Enterprises of Rochester LLC  
Tower Asphalt, Inc.  
Tri-City Paving, Inc.  
Ulland Brothers, Inc.  
Valley Paving, Inc.  
Wm. Mueller & Sons, Inc.  
W W Blacktopping, Inc.

# MAPA's Associate Members

*Accurate Test Systems, Inc.*  
*Aggregate Industries*  
*American Agency, Inc.*  
*American Engineering Testing, Inc.*  
*American Surface Lines, LLC*  
*Anderson Industrial Scales, Inc.*  
*Antigo Construction, Inc.*  
*Arr-Maz Custom Chemicals*  
*Asphalt Surface Technologies Corp.*  
*Astleford International Trucks*  
*Bomag Americas*  
*Braun Intertec Corporation*  
*Brock White Company LLC*  
*Carlson Paving Products, Inc.*  
*Caterpillar Paving Products Inc.*  
*Cedarleaf, Cedarleaf & Cedarleaf, Inc.*  
*Certainteed Corporation*  
*Citicapital Construction Equipment Finance*  
*Clarence Richard Company*  
*Cobb Strecker Dunphy & Zimmermann Inc.*  
*Construction Bulletin*  
*Custom Welding & Metal Fab, Inc.*  
*Dahl Trucking*  
*Dan Krivit & Associates*  
*Decorative Pavement Marking, LLC*  
*Dillman Equipment*  
*J.D. Donovan, Inc.*  
*Dresser Trap Rock Company*  
*Erickson Engineering Company*  
*Esch Construction Supply, Inc.*  
*Ess Brothers & Sons, Inc.*  
*T.C. Field & Company*  
*Five Star Industries, Inc.*  
*Flint Hills Resources, LP*  
*Gencor Industries, Inc.*  
*GME Consultants, Inc.*  
*(now American Engineering Testing)*  
*Grant Thornton LLP*  
*Hayden-Murphy Equipment Co., Inc.*  
*Herzog Contracting Corp.*  
*Humboldt Manufacturing*  
*Independent Testing Technologies, Inc.*  
*Ingersoll Rand Company*  
*Inspec, Inc.*  
*Interpoll Laboratories, Inc.*  
*Interstate Engineering, Inc.*  
*Intex Corporation*

*J-CRAFT*  
*Klein Agency, Inc.*  
*Edward Kraemer & Sons, Inc.*  
*Laser Control, Inc.*  
*Leonard, Street & Deinard, P.A.*  
*Lubrication Technologies, Inc.*  
*Marathon Petroleum Company LLC*  
*Martin Marietta Aggregates*  
*Metro Quality Testing, Inc.*  
*Minnesota Petroleum Marketers Assoc.*  
*Minnesota Trucking Association*  
*Murphy Oil USA, Inc.*  
*Northern Balance & Scale*  
*Northwest Process Equipment, Inc.*  
*Olson & Price, Ltd.*  
*Ortonville Stone Company*  
*Partek Supply, Inc.*  
*Prinsco, Inc.*  
*R & G Construction Company*  
*Ritchie Bros. Auctioneers (America) Inc.*  
*RDO Equipment Co.*  
*RJF Agencies*  
*Road Machinery & Supplies Co.*  
*Roadtec, Inc.*  
*Ruffridge-Johnson Equipment Co., Inc.*  
*RB Scott Company, Inc.*  
*SPC Engineering & Testing, Inc.*  
*STORK Twin City Testing Corporation*  
*Swanston Equipment Companies*  
*Sweeney Brothers Tractor, Inc.*  
*Testquip, LLC*  
*TexPar Energy, LLC*  
*Tricon Metals & Services, Inc.*  
*Tri-County Aggregate, Inc.*  
*Tri-State Aggregate Machinery*  
*Troxler Electronic Lab., Inc.*  
*Ulteig Engineers, Inc.*  
*Unique Paving Materials Corporation*  
*United Rentals Highway Technologies*  
*Vance Brothers*  
*Wenck Associates, Inc.*  
*Wheeler Lumber LLC*  
*Widseth Smith Nolting*  
*Ziegler, Inc.*

**Welcome to our Newest Associate Members**

*FC Stone*  
*Max Steininger, Inc.*



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