



PAVING PROGRESS

Minnesota Asphalt Pavement Association
www.asphaltisbest.com

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Black & Green - Sustainable Asphalt, Now and Tomorrow

The sustainability report, the first ever of its kind for the asphalt industry, is entitled Black and Green: Sustainable Asphalt, Now and Tomorrow. It highlights the ways in which the asphalt industry's everyday practices address climate change, improve air quality and water quality, provide green jobs, and reduce the carbon footprint of pavements. This 12-page report can be downloaded at www.hotmix.org/sustainability and at MAPA's web site at www.asphaltisbest.com.



is the chief focus of the report, economic and social sustainability are also touched on. For example, the fact that asphalt is America's most reused and recycled material has obvious environmental benefits such as conserving natural resources and reducing the need to acquire raw materials.

Continued on Page 2.

While environmental sustainability

The Hibbing Airport

The Hibbing Airport has changed their name.

The airport was named the Range Regional Airport and is now called the Chisholm-Hibbing Airport Authority (CHAA).

The new name was chosen to reflect the true region the airport has served for several years.

2010 Annual MCEA Meeting

The Minnesota County Engineers Association held their 2010 Annual Conference on Jan. 19-22, 2010 at Cragun's in Brainerd.



Several awards were recognized at the Banquet. Lake County received the Minnesota County Maintenance Work Zone Safety Award. Accepting the award was Alan Goodman, Lake County Engineer.

given to County Road 42 in Dakota and Scott Counties. Accepting the award were Mark Krebsbach, Dakota County Engineer, and Mitch Rasmussen, Scott County Engineer.



Don Theisen, Washington County (see photo), was recognized as the 2009 County Engineer of the year.

The Project of the Year Award was

Congratulations to all of the award winners!

Black & Green - Sustainable Asphalt, Now and Tomorrow, continued from page 1

Economic benefits of reuse/recycling include reducing the cost of roads to taxpayers. Combined with Perpetual Pavements, reuse/recycling contributes to social sustainability by allowing for roads to remain in service while they are being rehabilitated. This reduces congestion, improving quality of life by saving time. Reducing congestion also has the environmental benefit of cutting down on excess emissions that might have been generated by vehicles sitting in traffic.

MAAPT Lunch & Learn

The Minnesota Association of Asphalt Paving Technologists (MAAPT) is hosting a second annual training event with presentations by Mn/DOT employees regarding the 2360 Bituminous Specification, an AET Lab Tour, and Lunch.



Where: American Engineering Testing
550 Cleveland Ave N,
St. Paul, Minnesota

When: Tuesday, February 9, 2010
10:00 AM to 2:00 PM
Lunch is Provided

Fee: Free for current MAAPT Members
\$15 for NEW MAAPT Members (includes membership dues for 2010 and the \$10 initiation fee is waived when you attend this event.)

More information is available at www.mn-aapt.org. Please send your registration form by February 1, 2010. Questions? Call 651-631-0156.

Calendar of Events

- **North Central Asphalt User/Producer Group HMA Technical Conference**
February 2-4, 2010 • Sheraton Conference Center • Overland Park, KS
- **Flagger Train the Trainer Course - 1st of 2 available sessions**
February 12, 2010, 8 AM - Noon • Mn/DOT Arden Hills Training Center, MN
- **World of Asphalt Conference/Asphalt Pavement Conference**
February 15-18, 2010 • Duke Energy Convention Center • Cincinnati, OH
- **MSES 2010 Annual Meeting/Luncheon**
February 18, 2010, 11 AM - 1 PM • Ramada Plaza Minneapolis • 1330 Industrial Blvd NE • Mpls., MN
- **Legal Training w/Bob Huber of Leonard, Street & Deinard, PA**
March 2, 2010 from 9 AM to Noon • Hampton Inn North • 1000 Gramsie Road • Shoreview, MN
- **54th Annual Asphalt Contractors' Workshop/Quality Initiative Workshop**
March 3, 2010 • Earle Brown Center • Brooklyn Center, MN
- **AAAPT 85th Annual Meeting**
March 7-10, 2010 • Hyatt Regency • Sacramento, CA
- **Environmental Training**
March 16, 2010 • Hampton Inn North • Shoreview, MN
- **Basics of Contracts for Contractors w/Barton Gernander of Patrick Burns & Associates**
March 24, 2010, 9 AM - Noon • Hampton Inn North • 1000 Gramsie Road • Shoreview, MN
- **Mitigate Exposure - False Claims Acts Course w/ Todd Taggart of Grant Thornton LLP, and Dean B. Thomson of Fabyanske, Westra, Hart & Thomson**
March 25, 2010, 8 AM - Noon • Hampton Inn North • 1000 Gramsie Road • Shoreview, MN
- **Flagger Train the Trainer Course - 2nd of 2 available sessions**
April 16, 2010, 8 AM - Noon • Mn/DOT District 3 Office - St. Cloud, MN

2009 Industry Awards

Several Minnesota Contractors were recognized at the National Asphalt Pavement Association's 2010 Annual Awards Banquet held on January 20th. The awards and award winners are as follows.

Web Site Award - Asphalt Producer

Member:

- ◆ Bituminous Roadways, Inc. www.bitroads.com

Quality in Construction - Airports:

- ◆ Midwest Asphalt Corporation for the Flying Cloud Airport Runway 10R28L, Phase 2 Grading & Paving, and the South Hanger Area.

Quality in Construction - Non-

Typical Pavements:

- ◆ Bituminous Roadways, Inc. for the Bredesen Park Walking Trail

Quality in Construction - General

Paving:

- ◆ Bituminous Roadways, Inc. for the Blake Road Mill & Overlay.
- ◆ Knife River Materials for CSAH23.
- ◆ Knife River Materials for TH 92 in Polk & Clearwater Counties.

Quality in Construction - Highway

Pavements over 50,000 Tons:

- ◆ Knife River Materials for TH 32.
- ◆ Valley Paving Inc. for I-35W in Shakopee.

Diamond Achievement Awards:

- ◆ Bituminous Roadways Inc. for the Inver Grove Heights and Shakopee Plants.
- ◆ Commercial Asphalt Co., Division of Tiller Corp. for the Burnsville (#902), Empire (#903), Maple Grove (#904), Red Rock (#905), Ramsey (#906), Scandia (#907), Elk River (#908), Blaine (#909), Hastings (#910), and Jackson (#911) Plants.
- ◆ Knife River Corp. - North Central for Plants #3 and #5.
- ◆ Midwest Asphalt Corp. for the Eden Prairie Plant #1.
- ◆ Southern Minnesota Construction Co. Inc. (An Oldcastle Materials Co.) for the River Bend Asphalt Plants #1 and #2.
- ◆ Tower Asphalt Inc., Division of Lakeland Enterprises Inc. for the Lakeland Plant.



Diamond Quality Awards:

- ◆ Commercial Asphalt Co., Division of Tiller Corp. for the Burnsville (#902), Empire (#903), and Maple Grove (#904) Plants.
- ◆ Southern Minnesota Construction Co. Inc. (An Oldcastle Materials Co.) for the River Bend Asphalt Plant #1.



Congratulations to all of the award winners!

A.I. Sets the Record Straight

The Asphalt Institute (A.I.) released a document that illustrates the inaccuracies and manipulation of asphalt thickness design and cost analysis within "Concrete Pavement Analyst (CPA)" - a computer program developed and distributed by the National Ready Mix Concrete Association (NRMCA) to help consultants design parking lots. The 11-page "Setting the Record Straight" document is available at http://www.asphaltinstitute.org/ai_pages/Technical_Focus_Areas/NRMCA_Response.pdf

While CPA refers to A.I. design methods for their asphalt pavement designs, CPA does not replicate them or produce results that are comparable. In fact, CPA produces asphalt designs that are up to double the required asphalt thickness relative to actual AI methods. CPA then takes the over designed asphalt section and their "comparable" concrete section and performs Life Cycle Cost Analysis (LCCA) on both designs.

The LCCA within CPA is full of biased assumptions and defaults against asphalt, such as an overly aggressive asphalt rehabilitation and maintenance schedule. All the biases within CPA lead to increased thickness and increased cost for asphalt. The message is clear to anyone that is being presented with CPA: It is not wise to use a concrete association's software to design and analyze an asphalt pavement because the results will be skewed in concrete's favor.

- by Wayne Jones, A.I. Engineer

Free Downloads from NAPA

Thin asphalt overlays are popular approaches to pavement preservation because of their ability to improve ride quality, reduce pavement distresses, maintain surface geometrics, reduce noise levels, reduce life-cycle costs, and

provide long-lasting service.

For a free download of the National Asphalt Pavement Association's technical document on thin overlay (#IS-135) and to view a free webinar, visit www.hotmix.org/thin.

Pavement Lessons Learned - Flexible Pavements are the Smoother Ride

A study on pavement age and smoothness was published in the Transportation Research Circular Number E-C118. The title of the report is “Pavement Lessons from the 50-Year-Old Interstate Highway System: California, Oregon, and Washington.”¹

Pavements constructed for the Interstate Highway System (IHS) in the West Coast states of CA, OR, and WA were examined to see what lessons could be learned about design and performance during the past 50 years.

Figure 4 from the report is an example that shows that the time from initial construction to reconstruction is similar between flexible and rigid pavements. However Figure 6 shows that the pavement ride information (lower IRI values = smoother ride) indicate that HMA is the smoother pavement surface over the life of the pavement.

The following are from the report’s summary and conclusions sections.

Flexible pavements in all three states use more HMA today than 50 years ago. However, this suggests that over the years these state DOTs observed that thick HMA pavements make for a high performing structural section. Both pavement types typically have long lives. Overall, on the basis of the data available, flexible pavements are somewhat smoother than PCCP.

- Early Interstate pavements: HMA thicknesses were thinner than today but were often on stabilized bases.

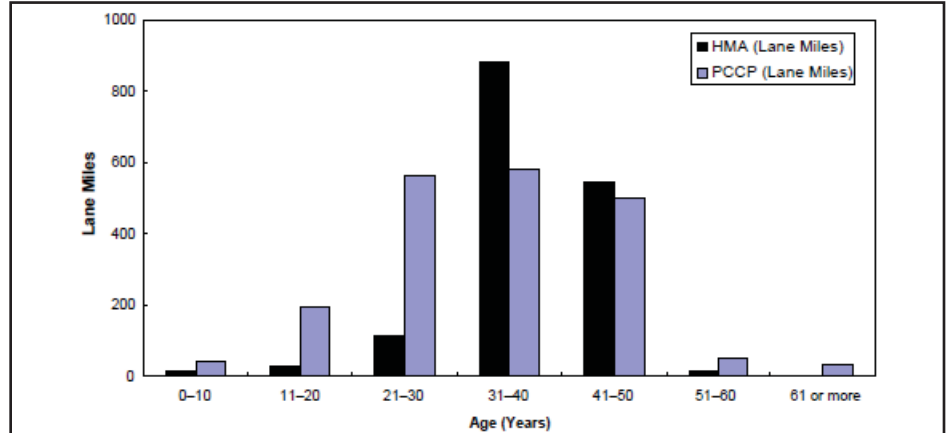


FIGURE 4 Washington DOT Interstate pavements, from initial construction or reconstruction.

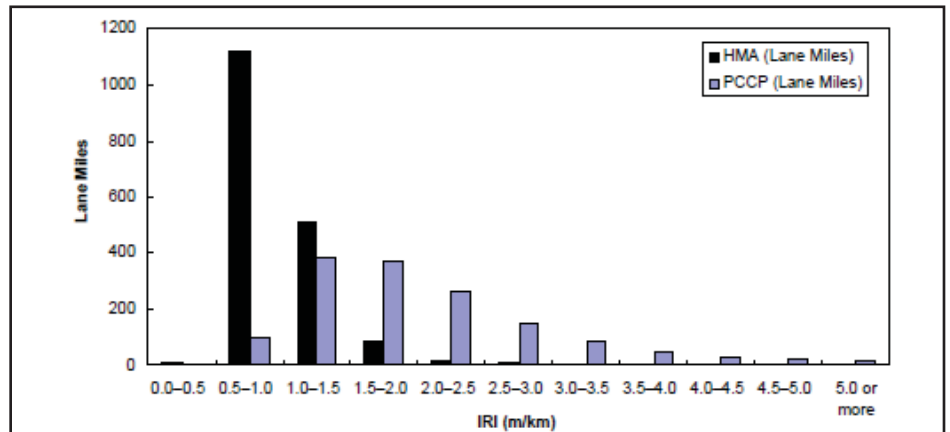


FIGURE 6 Washington DOT Interstate pavements, IRI in 2004.

- Today: Thick HMA is typical. Pavement age distributions are similar for Oregon and Washington.
- The time since original construction for flexible pavements is about 40 years, on the basis of data from Oregon and Washington. This suggests that thick HMA structural sections can be long-lived. In fact, there is little difference in the ages of the structural sections for both flexible and rigid pavements.
- The time to first major rehabilitation

(mostly HMA overlays) is about 15 years.

- The smoothest of the Interstate flexible pavements are, in general, quite good - typically about 1.0 m/km or less.

¹Mahoney J.P., C.L. Monismith, J. Coplantz, J. Harvey, V. Kannekanti, L. Pierce, J. Uhlmeier, N. Sivaswaran, and T. Hoover, “Pavement Lessons from the 50-Year-Old Interstate Highway System: California, Oregon, and Washington” Transportation Research Circular, Number E-C118, July 2007.

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

All Members Are Listed at www.asphaltisbest.com

<p>• Anderson Brothers Construction Co. PO Box 668, Brainerd, 56401 (218) 829-1768 www.andersonbrothers.com</p>	<p>• Knife River Corporation - North Central 4787 Shadow Wood Drive NE Sauk Rapids, 56379 (320) 251-9472 www.kniferiver.com</p>	<p>• Pine Bend Paving, Inc. PO Box 72, Vermillion, 55085 (651) 437-2333 www.pinebendpaving.com</p>
<p>• Barton Enterprises, Inc. 1359 Red Rock Rd., PO Box 210 Newport, 55055 (651) 739-4675 www.tillercorp.com</p>	<p>• Knife River Materials 4101 Bemidji Avenue N, PO Box 40 Bemidji, 56619-0040 (218) 751-5413 www.kniferiver.com</p>	<p>• Plehal Blacktopping, Inc. PO Box 317, Shakopee, 55379 (952) 445-7676 www.plehal.com</p>
<p>• Bemidji Bituminous Inc. 430 Lomond Drive NW, Bagley, 56621 (218) 751-7283</p>	<p>• Mark Sand & Gravel Co. 525 Kennedy Park Road, PO Box 458 Fergus Falls, 56538-0458 (218) 736-7523 www.marksandgravel.com</p>	<p>• Rum River Contracting Company 31913 124th Street, Princeton, 55371 (763) 389-3718 www.rumrivercontracting.com</p>
<p>Bituminous Paving, Inc. PO Box 6, Ortonville, 56278 (320) 273-2113</p>	<p>• McNamara Contracting, Inc. 16700 Chippendale Avenue, Rosemount, 55068 (651) 322-5500 www.mcnamaracontracting.com</p>	<p>• Shamrock Enterprises of Rochester LLC 6415 Bandel Rd. NW, Rochester, 55901 (507) 288-9494</p>
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<p>• Commercial Asphalt Co. 7200 Hemlock Lane, Suite 200 PO Box 1480, Maple Grove, 55311 (763) 424-5400 www.tillercorp.com/cac/</p>	<p>• Midwest Asphalt Corporation PO Box 5477, Hopkins, 55343 (952) 937-8033 www.midwestasphalt.net</p>	<p>• Tower Asphalt, Inc. 15001 Hudson Road, PO Box 15001 Lakeland, 55043 (651) 436-8444 www.towerasphalt.com</p>
<p>• DMJ Corporation 2392 Pioneer Trail, PO Box 299 Hamel, 55340-0299 (763) 478-6878 www.dmjasphalt.com</p>	<p>• Minn-Dak Asphalt, Inc. 423 Zeh Street West Thief River Falls, 56701 (218) 681-4300</p>	<p>• Tri-City Paving, Inc. PO Box 326, Little Falls, 56345 (320) 632-5435 www.tri-citypaving.com</p>
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<p>• Hardrives, Inc. 14475 Quiram Dr., Rogers, 55374 (763) 428-8886 www.hardrivesinc.com</p>	<p>• Northwest Asphalt, Inc. 1451 Stagecoach Road, Shakopee, 55379 (952) 445-1003 www.nwasphalt.net</p>	<p>• Wm. Mueller & Sons, Inc. 831 Park Avenue, PO Box 247 Hamburg, 55339 (952) 467-2720</p>
<p>• Hawkinson Construction PO Box 278, Grand Rapids, 55744 (218) 326-0309 www.hawkinsonconstruction.com</p>		<p>• W W Blacktopping, Inc. 700 Industrial Rd., Mankato, 56001 (507) 387-1518</p>

MAPA's Associate Members

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American Engineering Testing, Inc.
American Surface Lines, LLC
Anderson Industrial Scales, Inc.
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Unique Paving Materials Corp.
Vance Brothers
Volvo Construction Equipment
Waddell & Reed, Inc.
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Wheeler Lumber LLC
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