

Written By | Brian Hoover



## ATP – Where Quality, Emission Reduction & A Clean Environment Is The **Main Concern**

*(Above) ATP placing approximately 750-tons of warm mix asphalt on Bay Marina St. in San Diego, California for the City of National City. ATP utilizes Caterpillar ACERT with EGR technology that provides plenty of power while minimizing particulate matter, NOX and Greenhouse Gases.*

**A**TP is a full-service asphalt paving contractor established in 2010, that provides San Diego's construction industry with state-of-the-art solutions for any and all asphalt paving needs. In addition, ATP is leading the way with eco-friendly alternatives to conventional methods of asphalt concrete mixtures, production and lay-down. Their asphalt pavement services include new construction, repairs and maintenance, all while utilizing clean burning biodiesel fuel blends and emission compliant paving machines and trucks. In addition, ATP also work with carb compliant companies like D III Transport for the delivery of their HMA products. Providing the best possible product and doing everything they can to keep the environment and their employees safe and healthy is job one at ATP.

ATP guarantees the delivery of a quality long-lasting asphalt pavement product, while significantly mitigating environmental impact. In addition to

receiving a quality end-product, partnering with ATP will greatly contribute to a construction companies ability to earn LEED® certification.

ATP is a locally owned and operated paving company led by Don Daley III and Frank Coakley, and they are one of the few that today offer an alternative to conventional asphalt, through warm mix technology. WMA uses recent technological advances that reduce the temperature needed to produce and compact asphalt for use on roadways. The benefits are many and include: reduced construction costs by lowering energy use, an improved environment through decreased air emissions and an overall more efficient and better quality pavement. Specifically, WMA is produced at temperatures that are 30 degrees to 100 degrees lower than typical HMA. This process actually lowers the viscosity of the asphalt binder, which slows cooling rates and reduces

aging, resulting in better compaction and the ability to haul the mix for longer distances.

ATP started their first warm mix project for a municipality in late August 2010 that is due to be finished sometime in the first quarter of 2011. Frank Coakley is the Vice President and General Manager of ATP and explains the newest WMA job, "We started ATP in 2010 to promote and educate the public on sustainable asphalt and green technology in paving. We are dedicated to better environmental solutions and cleaner asphalt such as warm mix. Recently, we bid a conventional HMA job for the City of National City. The overall project called for 30,000 tons of HMA for various streets, and included a rubberized asphalt overlay. We knew that the City of National City was interested in sustainable technology and so around half way through our job we approached them and asked if they would be interested in utilizing



*(Above L to R) Frank Coackley, VP, D III Transport, Mayor Ron Morrison, Don Daley III, President, ATP, Don Daley Jr. President, CCA and Chris Sparks, Sales Associate for CCA.*



warm mix asphalt (WMA) on a portion of the project. We did our due diligence and put all of the documentation together in order to prove to the city that WMA was indeed a durable, sustainable product, that they should consider using on future projects. They responded that they would be very interested and that they had the perfect test area for the WMA material, so they added Bay Marina Street to the project for the very fact that it was so heavily traveled with truck traffic. Bay Marina is a thoroughfare that leads to one of the busiest ports in San Diego, and is utilized daily by the auto industry for the importing and exporting of vehicles. This particular half-mile stretch of road is owned, maintained and used by the City of National City, and they felt that it would be an ideal test to see just how warm mix stands up to such daily abuse. We ended up paving 780-tons of WMA at approximately 220 degrees and the compaction came in at between 95% and 98%. I believe it was the ease at which we achieved compaction that

really impressed the city, along with the fact that the cold joints virtually disappeared. Our main goal here is to reduce greenhouse gases and the only way you are going to accomplish this is by lowering the emissions. This of course can only be done by lowering the temperature of the hot mix asphalt. I believe that this particular job will serve as an example of just what WMA is capable of and it is our hope that one day all of our paving work is done with warm mix asphalt."

ATP purchases their warm mix asphalt from California Commercial Asphalt, LLC out of San Diego. California Commercial Asphalt, LLC uses an additive known as Evotherm in their WMA, which they mix with a

high percentage of recycled asphalt product. This provides a more sustainable material that can be trucked up to five hours without exhibiting any compaction or workability issues. Don Daley III comments, "We believe that the use of Evotherm allows for optimal emission reductions, and we are working very hard to prove to our local cities and municipalities, that they can get more and better coverage with CCA's warm mix

## THE "BOTTOM LINE"

### What is the Value to the end-user?

- Extended Pavement Life
- Extended Duration Between Sealcoats
- Reduced Green-House Emissions
- Reduced Dependence on Raw Materials - Including Foreign Oil
- Potential LEED Credits
- In-Place Pricing Comparable to HMA

products. We also continue to look for additional beneficial solutions to use along with WMA, such as warm mix rubberized asphalt. HMA with Evotherm offers temperature reductions, better compaction and the ability to haul the material further, all at a price that makes sense. At ATP we look forward to the day when we are using products like warm mix asphalt on every job. As the trend continues, I believe we can achieve this goal within five years and eventually begin adding in other materials like rubber to our mixes as well. I want everyone interested in our industry to know that at ATP, we are a sustainable asphalt company whose main concern is quality, emission reduction and a clean environment for our workers and for the end users as well. Asphalt has not really changed much in 20 years and our task is to make it a better and safer product for all."

ATP is located at 187 Mace Street in Chula Vista, California. For more information on ATP, please visit them online at [www.paveitgreen.com](http://www.paveitgreen.com) or call (619) 572-2376.

*(Right) Mayor Ron Morrison of the City of National City addressing city officials and guests at the ATP warm mix pilot project. (Below) ATP compacts warm mix asphalt with ease, achieving 95% to 98% compaction on Bay Marina St. in San Diego.*

