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Missouri Asphalt Pavement Association

Fall 2014



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MAPA ASPHALT NEWS

The Asphalt News is produced quarterly and distributed to association members and others interested in Missouri's asphalt industry.

David Guillaume
President

Konn Wilson
Vice President

Brandon Finn
Secretary-Treasurer

Jeff Bross

Randy Canfield

Keith Davenport

Phil Hocher

Brady Meldrem

Kyle Phillips

Don Rosenbarger

John View, III

David Yates

Dale Williams
Executive Director
Mobile: (573) 690-9676
Email: dalewilliams@moasphalt.org

Alissa Wagner-Marchant
Assistant Executive Director
Mobile: (573) 301-3530
Email: alissa@moasphalt.org

Susan Brand
Executive Assistant
Email: susan@moasphalt.org

Mailing Address:
P.O. Box 104855
Jefferson City, MO 65110

Street Address:
1221 Jefferson
Jefferson City, MO 65109

Phone: (573) 635-6071
Fax: (573) 635-6134

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To see more Missouri asphalt facts, visit moasphalt.org



Executive Director
Dale Williams

WHAT DO WE DO NEXT?

At the risk of sounding like a broken record, as we close out this year and ready for another, funding is still THE issue. As we gear up for the 2015 Legislative Session, there are a lot of questions about what is next. With so many unanswered questions, one thing we know with certainty is that there will be no silver bullet or billion

dollar fix for the highway funding crisis in Missouri. With no big fix in the works, officials believe the best opportunity in the near future is to borrow from Whitey Herzog's play book and play some "small ball." As I write this, there are a number of ideas being vetted such as a 2 cent gas tax being implemented over a period of years, a tax being imposed at the fuel supplier level, ending the diversion of funds to other state agencies and even possibly revoking some gas tax and registration fee exemptions just to name a few. The Governor has also recently engaged in the conversation and asked MoDOT to investigate the feasibility of tolling I-70. Most of these ideas only generate a small amount of revenue, but as the old saying goes, 10 million here and 20 million there, and pretty soon we're talking about some serious money. I know that this isn't the solution that we all desire, but at this point, something is better than nothing at all.

In order to be successful this upcoming legislative session, everyone must stay engaged. The level of support during the Amendment 7 campaign was phenomenal, but we cannot let up now. Take the time to meet with your local legislators and discuss the impending transportation funding crisis with them. We are also in the process of planning the 2015 legislative drive-in at the State Capitol. Please take the time to attend this event. We are our own best advocates and need to serve as a constant reminder of the transportation funding problem. It's no secret that we have a rough road in front of us, but if we work hard collectively and stay engaged, we just might get that key hit that helps us win the ball game.



#17

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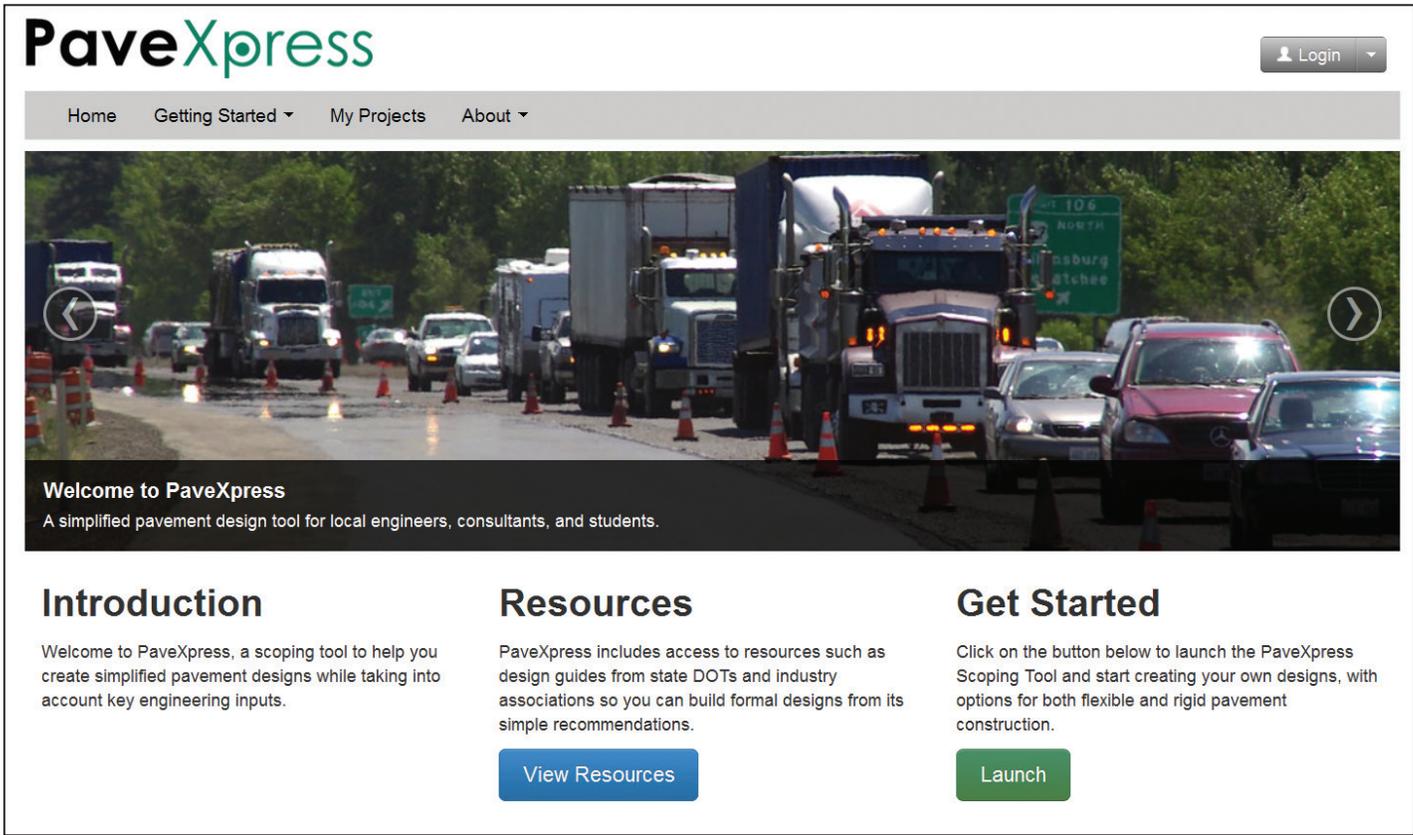


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Pavexpress Login

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Welcome to Pavexpress
A simplified pavement design tool for local engineers, consultants, and students.

Introduction

Welcome to Pavexpress, a scoping tool to help you create simplified pavement designs while taking into account key engineering inputs.

Resources

Pavexpress includes access to resources such as design guides from state DOTs and industry associations so you can build formal designs from its simple recommendations.

[View Resources](#)

Get Started

Click on the button below to launch the Pavexpress Scoping Tool and start creating your own designs, with options for both flexible and rigid pavement construction.

[Launch](#)

Pavexpress UP AND RUNNING!

A web based design program is finally here! The National Asphalt Pavement Association recently rolled out Pavexpress, a web-based design software used to design structurally sound asphalt pavements for roadways and commercial uses. This program is designed specifically for use among engineers, consultants, contractors, public work directors, engineering students, and local agencies.

The web-based program can be accessed by visiting www.pavexpressdesign.com and it's completely free. The program was designed to be user friendly, accommodating all levels of pavement design experience. Through a series of inputs, users are able to customize a pavement that meets their specific needs in any given traffic environment. The program then quickly and effectively designs asphalt pavements recommending asphalt and base thicknesses for specific conditions.

Pavexpress utilizes AASHTO '93 principles, industry accepted standards and guidance, and provides links to state and local specifications for more region specific designs. The program provides empirical asphalt overlay design, mechanistic design for new construction and overlays, and comparison tools for mechanistic and empirical methods.

This is a great resource for our industry to utilize. Please take some time and explore the new program. MAPA will host an in-depth training for Pavexpress at our Spring Training in February for anyone interested in learning more.



Of the 2.27 million miles of paved roads in the US, 94% are surfaced with asphalt, including 65% of the interstate system.



BLACK TO BASICS

TECHNICAL TRAINING

FEBRUARY 25-26, 2015
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MAPA's second annual Black to Basics Spring Training will be held February 25-26, 2015, in Columbia, MO. This year's training spans two days and will offer three different educational tracks. Tracks include, Optimizing Lab and Field Operations, Asphalt Plant Operations, and Urban Design and Construction. This training is geared towards not just contractor staff, but also public works officials, city engineers, and consultants. Registration is now open online at www.moasphalt.org/events.

Don't miss this great opportunity for best practices training and continuing education!



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TRANSPORTATION PROVES A GREAT INVESTMENT

As contractors and suppliers working in the highway construction industry, we often tout the benefits of investing in infrastructure. Now, those assertions can be supported with hard facts published in a recent study completed by the Transportation Construction Coalition.

The study sought to quantify the macro and micro effects of spending on highway and transit and the results are astounding. Research showed that for every \$1 of federal transportation spending, nearly \$2 of additional real goods and services is produced in the economy; those additional goods and services mean more jobs.

At current federal highway funding levels, approximately 614,000 jobs are created and sustained through economic impact. Perhaps most notably, two-thirds of the jobs created by such investment occur in non-construction sectors.

The study went on to determine how increases in federal highway investment would impact the economy. Researchers found that a 5% annual increase in spending over the next five years would create between 78,000 and 122,000 new jobs. Personal households would experience a \$40 dollar increase in annual income each year and the U.S. GDP would experience a \$9.6 billion increase in economy. An additional \$4.9 billion would be generated per year in federal, state, and local government revenue.

For more information and the complete report, visit www.slideshare.net/artba/tcc-final-report.

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MAPA REF ANNUAL GOLF TOURNAMENT

Sunny skies and 75 degree temperatures greeted over 130 golfers for MAPA REF's 15th Annual Golf Tournament. Held on September 24, 2014, at Tanglewood Golf Course in Fulton, MO, the tournament was a great success.



The tournament is held annually to raise funds for MAPA's research and education initiatives. As always, the event could not have been successful without the incredible generosity of our members. With 19 Event Sponsors, 17 Hole Sponsors, and countless cash and prize donations, this year's fundraising efforts far surpassed expectations. We would like to extend a sincere thank you to all who sponsored, played, donated, and helped make this event possible.

NEW MEMBERS

As testament to the strength of our Association and ever-growing network, MAPA is proud to announce the addition of four new members. Please welcome the following to the Missouri asphalt family.

- Akzo Nobel
- Hansen RAS, LLC
- Petro Logistics LLC
- Central Power Systems & Services

Once again, help welcome these new members to the MAPA family. Please help show your support by contacting them and utilizing their services when you can.





#14

Recycled asphalt saves tax payers 1.5 billion dollars each year through reduced construction costs.

#16

The materials used in Perpetual Pavements are infinitely reclaimable, recyclable, reusable, and renewable.

#5

Smoother pavements extend pavement life by as much as 10% to 25%.

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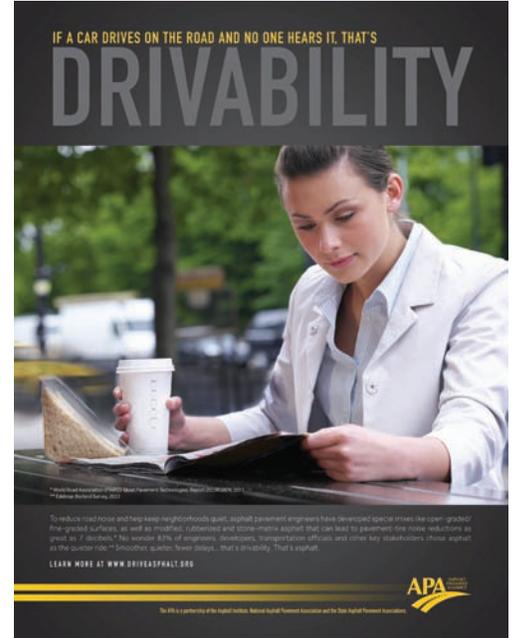
DRIVABILITY MATTERS

The National Asphalt Pavement Association, along with the Asphalt Pavement Alliance, kicked off the new ‘Drivability’ marketing campaign. Designed utilizing the results from a national survey of decision makers, stakeholders, and drivers, the campaign offers quantification of what users of the road system desire.

Over the course of a year, Edelman Berland, a market research firm, working closely with the Asphalt Pavement Alliance and the National Asphalt Pavement Association, conducted a series of qualitative and quantitative surveys. These surveys were designed to gain a better understanding of the decision making process for state highway agencies as well as what engineers, developers, public works agencies, and drivers deem important characteristics in a roadway system.

The results: all parties desired a roadway that was built to last a long time, received regular maintenance to extend the life, was safe, and offered a smooth driving surface. Identifying the biggest complaints, 24% of respondents cited rough and damaged surfaces as the biggest issue followed by 18% naming traffic delays due to construction, 15% citing lack of routine maintenance, and 15% identifying a lack of smooth surface. Ultimately, drivers want a smooth surface that’s easy to maintain and has minimal disruptions during construction. These findings closely align with attributes most commonly associated with asphalt pavements.

Edelman Berland coined the term ‘Drivability’ to encompass the most desired traits. Drivability has come to mean smooth, safe, and maintainable roadways. If Drivability is what drivers want, asphalt pavements can deliver.



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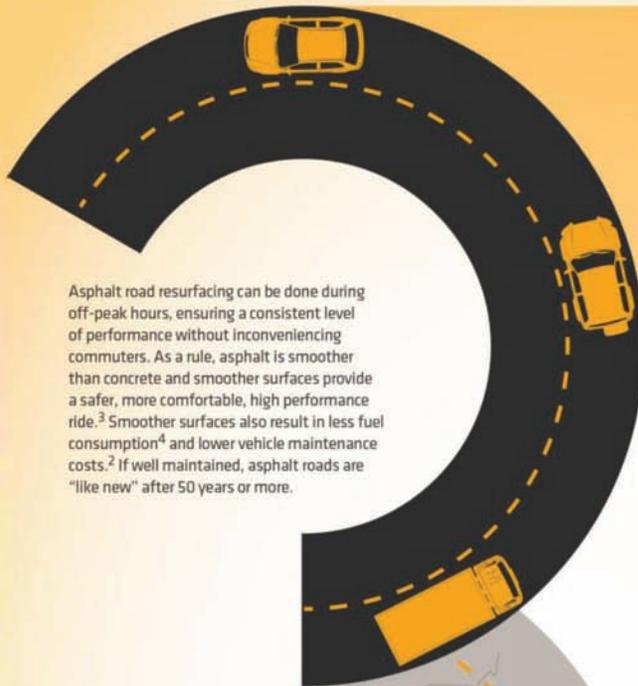
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Asphalt road resurfacing can be done during off-peak hours, ensuring a consistent level of performance without inconveniencing commuters. As a rule, asphalt is smoother than concrete and smoother surfaces provide a safer, more comfortable, high performance ride.³ Smoother surfaces also result in less fuel consumption⁴ and lower vehicle maintenance costs.² If well maintained, asphalt roads are "like new" after 50 years or more.

Conversely, concrete roads degrade over time and are costly and time intensive to repair,⁵ forcing drivers to deal with either damaged roads or lengthy detours and delays. Concrete rehabilitation usually means removing slabs or entire pavements;⁶ if new concrete is poured, traffic must stay off the road due to concrete's need to cure.⁷ At the end of their service life, concrete pavements often have to be completely reconstructed from the ground up.⁶



TOP TRAITS U.S. DRIVERS WANT FROM ROADS

WELL MAINTAINED

The facts are clear: the public wants well-maintained roads, but without the hassle of road closures. In fact, more than 8 out of 10 drivers and 7 out of 10 truckers surveyed want maintenance performed during off-peak hours.



SAFE

When presented with 14 factors to consider when building a road, more than half of drivers chose safety as a top priority. Smooth, well-maintained roads are safe roads, reducing the risk for traffic-related crashes.¹



SMOOTH

Nearly 7 out of 10 drivers said they are fine with periodic maintenance delays if it means a smoother driving experience. Smoother roads are more comfortable and cause less wear-and-tear on vehicles, making them more cost efficient for drivers.²



Edelman Berland surveyed 3,085 drivers from across the United States in March 2014 and asked them to identify the road attributes of greatest importance to them. Despite frustrations born of a lack of regular pavement maintenance, drivers and truckers alike prefer what asphalt can provide – well-maintained, smooth roads that keep them safe.

To learn more, visit www.DriveAsphalt.org/Drivers



The APA is a partnership of the Asphalt Institute, National Asphalt Pavement Association and the State Asphalt Pavement Associations.

Edelman Berland Survey March 2014, U.S. Drivers 18+, MOE: ±1.8%

1. Jiang, X., B. Huang, R.L. Zaretski, S. Richards, and X. Yan (2013). Estimating Safety Effects of Pavement Management Factors Utilizing Bayesian Random Effect Models. Traffic Injury Prevention, Vol. 14, No. 7, pp. 766-775.
 2. TRIP (2012). Bumpy Roads Ahead: America's Roughest Rides and Strategies to Make our Roads Smoother. TRIP: A National Transportation Research Group. Washington, D.C.

#3 Four Perpetual Pavements have been recognized in the state of Missouri.

#9 A Perpetual Pavement is an asphalt pavement designed and built to last indefinitely without any structural reconstruction.

#11 Missouri has over 33,000 miles of surfaced roads.

#2 72,000 tons of recycled shingles were used in Missouri asphalt mixes in 2012.

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#1

Each year the state of Missouri recycles more than 1.5 million tons of RAP.

#13

Asphalt contractors in the state of Missouri used approximately 1.5 million tons of recycled asphalt in 2012. That is enough to pave a two lane highway (24' wide) with three inches of asphalt from Saint Louis to Dallas, Texas!

#16

The materials used in Perpetual Pavements are infinitely reclaimable, recyclable, reusable, and renewable.

#20

Routine maintenance means milling off the surface for recycling, followed by placement of a smooth new overlay every 20 years.

MAPA Members

The contractor's skill, experience and equipment relates directly to the ultimate quality of your asphalt paving project. Producing top quality work is the hallmark of MAPA's members. Whether you're building a highway, street, parking lot or driveway, look to a MAPA member. We'll be happy to show you the way.

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