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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.

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Executive Director
Dale Williams

Funding Update **WHERE WE STAND NOW**

Now that we have some long-term funding certainty on the federal level with the passage of the FAST Act, we can now focus our full attention to funding at the state level. At the state level, the outlook is better than projected just a year earlier. At the January MoDOT Commission meeting, the “325 Plan” was rescinded. For those of you not keeping score, in 2015 MoDOT implemented the “325 Plan” to address projected inability to match federal funds due to declining state revenue from gas tax, vehicle sales tax and license fees coupled with the instability of federal funding. Fast forward a year and the landscape looks much different. As I stated earlier, we have a long-term federal bill with slightly increased funding. We are also currently experiencing some of the lowest gas prices we have seen in a decade and people are driving more. So much more, in fact, that vehicle miles traveled is at an all-time record high.

We are also seeing an uptick in vehicle sales and licensing. When you add all of these things together, the revenue picture is considerably better than was projected just over a year ago and will allow MoDOT to administer a construction program similar to what we have seen for the last few years rather than the 325 million dollar construction program that was projected. While this is certainly good news, all we have basically accomplished is the ability to hold our own.

According to MoDOT, Missourians have overwhelmingly stated that MoDOT’s top priority is to maintain the system. I couldn’t agree more! You shouldn’t be adding on to the house when you can’t afford to fix the plumbing. To maintain the system, MoDOT needs an additional 160 million dollars a year or about a 6 cent fuel tax increase. As I write this, the House is entertaining the idea of a general revenue transfer while a bill has been filed in the Senate and passed out of committee that would raise gasoline by 1.5 cents and diesel by 3.5 cents. While the proposed Senate bill raises over 80 million dollars in new revenue, only about 55 million dollars will be realized by MoDOT due to 30 percent coming off the top for cities and counties. At this point it is too early to tell if either proposal will get any traction, but one thing is certain, anything passed by the legislature will only be a fraction of what is needed because of the restrictions of the Hancock Amendment. While the efforts of the legislature are certainly appreciated, we must find a significant long-term solution to our funding situation.

To support this effort, a new organization, called the Mercury Alliance, has been formed. The Mercury Alliance is a broad coalition of people and organizations supporting the continued prosperity of the people of Missouri through the general advancement and improvement of the state’s transportation system. I am pleased to report that MAPA has joined the Alliance and I would encourage you or your business to consider doing so as well. You can learn more about the Alliance by contacting Jeff Glenn at jglenn@glennpr.com or calling 573-270-4053. There’s a long road ahead, but I am confident, if we stay the course, we will complete the journey.

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*Announcement***RENOWNED PAVEMENT, MATERIALS ENGINEER HIRED AT UNIVERSITY OF MISSOURI**

Civil engineering Professor Bill Buttlar has made improving the quality of materials used to pave roadways his career focus, and, thanks to a generous gift from an alumnus and the Missouri Asphalt Pavement Association, he'll now be working toward that goal at The University of Missouri College of Engineering.

The Civil and Environmental Engineering Department recently selected Buttlar for the newly endowed position of Barton Chair in Flexible Pavement Technology, named for 1961 civil engineering alumnus Glen Barton, who helped fund the position.



Buttlar officially will join the faculty in May. He previously served as a professor and associate dean for graduate, professional and online programs at the University of Illinois College of Engineering, where he'd worked since earning his doctorate in pavements and materials from Penn State University in 1996.

The addition of Buttlar is one of several strategic hires College of Engineering Dean Elizabeth Loba said the College intends to make to capitalize on its strengths. She thanked Barton and MAPA for their generosity and specified just how important endowed chair and professor positions can be to an institution such as MU.

"These positions allow us to recruit the brightest and most sought-after faculty in their discipline," Loba said. "With these, we can coalesce areas of strategic investment and research that really capitalize on the strengths of the faculty we have in the College."

The combination of financial support for the position and the ability to fill a key, unprecedented role in a solid civil engineering department proved too good for Buttlar to pass up. His hire gives MU Engineering a respected asphalt and pavement researcher and instructor to pair with top-of-the-line research and instruction in other areas of transportation, including bridges, transportation safety, smart infrastructure and more.

"To me, he's a world-class teacher, scholar and researcher," said Erik Loehr, interim chair of the Civil and Environmental Engineering Department at MU. "He does

a really good job of combining the science of pushing the profession and the discipline with also doing things that can impact society in the short term. It's not always easy to find with something as applied as pavement."

Buttlar has more than 200 publications and has given more than 50 invited lectures dealing with his work in sustainable and smart infrastructure, and he's served as director of the Transportation and Highway Engineering Conference since 2001. His goal is to continue finding innovative ways to develop economical, durable and sustainable asphalt materials, and smarter infrastructure, which will be beneficial to all in an era of tight budgets and limited infrastructure spending.

"The only way we can gain momentum on aging infrastructure and shrinking budgets is with major innovations and breakthroughs in developing smart, sustainable and resilient transportation systems and infrastructure," Buttlar said.

"The support from MAPA and Mr. Barton is a signal to everyone that the state of Missouri is serious about the science behind roads, and that the industry wants to build quality roads and really understand how these complex materials and systems work for the public good," he added. "They want to understand how to make pavement more sustainable, and they're not afraid to invest in innovative research and demonstration projects."

MU's newest engineering hire has created a buzz within the Missouri Department of Transportation. Having an expert in asphalt materials at the state's largest university stands to

benefit MoDOT by potentially providing insight into how to lower the cost of road construction and repair.

“MoDOT is always looking for new ways to stretch our limited transportation funds,” said MoDOT Chief Engineer Ed Hassinger. “We have been on the leading edge of recycled asphalt pavement, and we look forward to working with Bill to take asphalt to the next level of performance and affordability for our customers. Having someone of Bill’s caliber at Mizzou is a real benefit to MoDOT and our industry.”

Barton retired as chief executive officer of Caterpillar, Inc. in 2004, and since then, he’s wanted to find a way to help move asphalt technology along, noting that with petroleum becoming scarcer, new materials will be needed in the future to pave our roads. So he began working with his alma mater to support an eventual hire that could help answer future pavement materials questions.

“The idea of us having a program underway that might look at some creative alternatives out there through flexible surfaces was highly interesting to me,” Barton said.

The Missouri Asphalt Pavement Association could not agree more. The organization represents several of the state’s major pavement contractors in order to promote the industry to the general public and to state and local government. They jumped at the chance to help fund the position and donate necessary laboratory equipment because of the potential benefits to the industry through the education of future industry members.

“One thing we recognized is we need to have that available to college students,” MAPA Director Dale Williams said.

Loehr echoed Williams’ sentiment. Having Buttlar on board will both help the department in terms of innovative, hands-on research and in new course offerings for current and potential students.

“This will make a pavement course permanent, as well as adding elective classes our students can take at the undergraduate level and develop an educational program at the graduate level, too,” Loehr said. “And they’ll be working with a world-class guy.”

Buttlar said he’s excited to get back to the kind of university that reminds him of his days as a graduate student at Penn

State. Only this time, he’ll be the one educating the next generation of asphalt and pavement experts.

“I enjoy medium-size classes and close mentoring relationships with students,” he said. “I’m looking forward to getting back to a program of moderate size. It’s the best of both worlds — big enough to do world class research and intimate enough to interact with students on an individual basis.”

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26th Annual Conference ANNUAL EVENT A HUGE SUCCESS

MAPA's Annual Conference was held January 11-13, 2016, in Columbia, MO. With record attendance and fantastic speakers, the 26th Annual Conference was a success!

The Conference kicked off Monday evening with a Casino Night featuring Vegas style gaming and the National College Football Championship game. Over 100 people made it to play, watch, and socialize. Tuesday morning started with the Annual Business Meeting and Expo. Nearly 30 exhibitors packed the exhibit hall bringing with them new equipment and information.

Mike Matheny, manager of the St. Louis Cardinals, welcomed everyone with a great message about the competitive edge. Ed Hassinger, MoDOT Chief Engineer, offered timely information about budget shortfalls. T. Carter Ross gave an update on what is happening at the National Asphalt Pavement Association.

The Awards Luncheon was a marked success this year recognizing 16 quality projects completed by our contractors across the state. MAPA-REF's scholarship recipients were recognized with several recipients attending to express their appreciation.

A maintenance track began the afternoon breakout sessions. Topics discussed were proper patching and crack sealing procedures, fog seals and rejuvenators and aggregate based surface treatments.

Tuesday afternoon general session reconvened with Tulanda Brown, Caterpillar Safety Services, discussing how to improve safety through cultural transformation. Representative Glen Kolkmeier followed the safety presentation discussing how the legislature plans to secure some sort of revenue stream for transportation.

Tuesday evening's social hour and dinner packed the exhibit hall once again. Following dinner, Henry Schmitt, Missouri Petroleum, was inducted into MAPA's Hall of Fame. Henry was recognized and presented with a plaque honoring his commitment to the industry. The annual auction held to raise money for the PAC featured auction items generously donated by our members. We raised nearly \$13,000 dollars this year. Thank you to everyone who donated and purchased items!



Even though Wednesday morning came too soon for some, the hall was filled with those ready to hear Dave Ahlvers present his predictions on the future of asphalt paving and testing. Brett Trautman and Dan Oesch gave the MoDOT Field Office update which offered pertinent information about specification changes. Dan Oesch finished the conference strong with a great presentation about his experiences with Infrared Technology.

The 2016 MAPA Annual Conference was undoubtedly a great time. MAPA extends a huge thank you to everyone who attended, supported, and made this event possible. Help us continue to grow this event and make it even better next year!



QUALITY PAVING AND CONSTRUCTION AWARDS

Each year our contractors strive to produce the highest quality construction projects. These range from major interstate paving projects to private or commercial parking lots. MAPA's Annual Quality Paving and Construction Awards are designed to recognize those projects which represent the highest quality construction. We are beyond proud of our members' hard work this year and are honored to recognize the following projects.

Maintenance

Maintenance projects include the application of surface treatments for pavement preservation. These treatments include all types of chip seal, slurry, microsurfacing, or unique maintenance applications, et cetera.

- **2nd Place**—Missouri Petroleum, Chip Seal, Buffalo Road and Bittersweet Road, Cole County. Cole County Public Works
- **1st Place**—Pace Construction, Microsurfacing, Route I-70, St. Louis County. Maryland Heights Project Office.

Private and Commercial

This work includes using asphalt to pave access roads, parking lots, private drives, et cetera.

- **2nd Place**— Hutchens Construction, Shell Knob Plaza, Shell Knob, Mo.
- **1st Place**— Byrne & Jones Construction, Ladue Chapel Parking Lot. Ladue, Mo.

Municipal Paving

Municipal paving must use either full depth asphalt for new construction, or reconstruction of city streets.

- **2nd Place**— APAC Springfield, Various Streets in Marionville, Mo.
- **1st Place**— Pace Construction, Hanley Road, St. Louis County.

Full Depth Paving

Full Depth paving may be either new or reconstruction that involves the placement of full depth asphalt.

- **1st Place**— APAC Missouri, Inc.— Springfield, Hale McGinty Dr & Hwy 60, Newton County. Joplin Project Office.

Minor Road Overlay

Minor road overlays place a non-super pave mix over an existing road which may include widening.

- **2nd Place**— Pace Construction Co., Routes 99/P/19, Shannon & Oregon Counties. Willow Springs Project Office.
- **1st Place**— Ideker, Inc., Route 116, Clinton & Caldwell Counties. Chillicothe Project Office.

Primary Route

Under 50,000 tons

Primary routes in this category must have less than 50,000 tons of asphalt paving which can include widening, overlay, full depth paving, new construction, or reconstruction.

- **2nd Place**— APAC Missouri, Inc., Route I-70, Montgomery & Callaway Counties. Troy Project Office.
- **1st Place**— Pace Construction Company, Route I-170, St. Louis County. Maryland Heights Project Office.

Primary Route

Greater than 50,000 tons

Primary Routes in this category must have more than 50,000 tons of asphalt paving which can include widening, overlay, full depth paving, new construction, or reconstruction.

- **2nd Place**— APAC Missouri, Inc. – Springfield, Route I-49, Vernon & Barton Counties. Joplin Project Office.
- **1st Place**— Ideker, Inc., Routes 435, I-35, 152 & 210, Clay County. Nashua Project Office.

Airport Paving

Airport Paving includes all types of asphalt construction in an airport setting including taxiways, access roads, et cetera.

- **2nd Place**— APAC Missouri, Inc., Carrollton Memorial Airport. City of Carrollton.
- **1st Place**— Ideker, Inc., City of Excelsior Springs Airport. City of Excelsior Springs.

Longevity

Designed to recognize quality asphalt pavements 10 years or older. These pavements cannot have received any surface treatments or overlays since construction.

- **1st Place**— Pace Construction Company, Route 94, St. Charles County, Mo. O'Fallon Project Office

We would also like to recognize APAC Missouri, Inc. – Springfield, for receiving a Quality in Construction Award from the National Asphalt Pavement Association for their work on Route 46, Vernon & Barton Counties.

A special congratulations to MAPA member Norris Asphalt Paving for winning the 2015 Sheldon G. Hays award for a project they completed in Iowa.



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HALL OF FAME

Several years ago, MAPA developed a Hall of Fame to recognize individuals who have made significant and lasting contributions to the asphalt industry in Missouri. Hall of Fame inductees are those individuals who displayed a dedication, commitment, and undeniable passion for asphalt.

The 2016 MAPA Hall of Fame inductee is Henry Schmitt, Missouri Petroleum. Throughout his 36 year tenure with Missouri Petroleum, Henry served as Vice President and technical representative in the surface treatment industry developing and marketing asphalt based solutions for fog seals, chip seals and slurry seals. In the 1990's Henry was one of a small group of individuals who brought forth a successful implementation of microsurfacing into the St. Louis Region and in the early 2000's he participated with a group of industry experts to develop specifications for MoDOT chip seals. Henry continued to grow with the industry as new asphalts, polymer additives and bonding agents were introduced to the market. Henry's philosophy of customer service excellence, his tireless promotion of asphalt systems throughout the state and his ability to shepherd initiatives vital to the asphalt industry has earned him a respected place in our organization.



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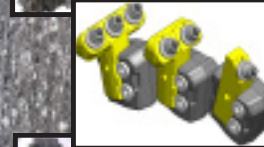
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Upcoming Events

Black to Basics Spring Training will also be held at the Holiday Inn Expo Center in Columbia, MO on March 14 and 15. Registration information available at <http://moasphalt.org/events/>

World of Asphalt

March 22–24
Nashville, TN

MAPA/MoDOT Quarterly Meeting

May 10

Summer Social

July 14 – 15
Branson, Missouri

NAPA Mid-Year Meeting

July 17 – 19
Seattle, Washington