

MAPA ASPHALT NEWS

Missouri Asphalt Pavement Association

Summer 2020



Design-Build Intersections - Page 6

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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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Be sure to read the special report released by NAPA earlier this year regarding workforce development.

The Way I See It

2020 — "But Wait, There's More"

August marked the start of my 11th year with MAPA. It seems as if the first nine and a half years flew by in the blink of an eye, while in the last six months feel like they have lasted five years. Sometimes 2020 feels like the old OxiClean ad when spokesman, Billy Mays, says "but wait, there's more!" Just when you think 2020, cannot get any crazier, it does.

The asphalt/construction industry has certainly felt our share of "but wait, there's more" moments this year. Starting with getting the highway construction industry classified as essential work, so projects could be built without delay, to dealing with the implications decreased revenue and everything in between. The industry has proven to be resilient and able to overcome many obstacles. This did not happen by accident, as the construction industry is used to working under high risk circumstances. I have to believe the industries capability to perform work under adverse, high risk conditions, positioned the industry to quickly respond to the pandemic in a safe and responsible manner.

In the early months of the pandemic, traffic levels were down as much as 50% in some areas of the state. Needless to say, when you compound the decrease in traffic, license/fee office closures and the unknown revenue receipts from sales tax on vehicle sales, MoDOT was projecting revenues to be off by 30% for up to 18 months. In June, MoDOT, made a very bold move and reduced employee pay and hours by 20% to help offset the decline in revenue. They were able to accomplish this by taking advantage of the "shared work" program and the temporary unemployment benefit from the CARE's act. The reduction in pay/hours lasted for 12 weeks and ended on September 4. Through this program, MoDOT was able to offset \$14 million dollars in lost revenue. MoDOT also cut discretionary spending and eliminated overtime. As I write this article, MoDOT estimates revenues to be down by \$32 million. All of these measures taken by MoDOT helped to significantly offset the decline in revenue and keep the construction program and Statewide Transportation Improvement Program in place. Fortunately, we have seen traffic levels coming back to near normal and some stability in license/registration fees and vehicle sales tax.

The next "but wait, there's more" lurking around the corner is the expiration of the FAST Act on September 30. As I write this, the NAPA lobby staff in DC expects Congress to pass a Continuing Resolution (CR) that will fund transportation through December or possibly mid-February. NAPA, AASHTO and a number of trade associations are lobbying Congress to pass a one-year CR with additional funding. Do your part and contact your local representative and ask them to support a one-year CR with additional funding. Hopefully we are nearing the end of our "but wait, there's more" moments for this year. Stay safe and healthy.



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2020 Summer Meeting

Rise and Shine

MAPA held their Summer Meeting August 13 through August 14, at the Hilton in Branson, Missouri. Emerging Leaders met on Wednesday evening. The event was kicked off on Thursday morning with guest speaker, Dan Meers, World Champion Kansas City Chiefs mascot. Dan delivered a very powerful message to “Rise and Shine” everyday, to each aspect and challenge of your lives. Following Dan’s presentation, he had an open photo opportunity for members and their families. The MAPA Board meeting was held mid-morning and convened early afternoon.



MAPA members gathered poolside for the music of Ashly Dawn and Dino Strunk and the weather rose to the occasion with lots of sun and heat! The event continued with social hour and dinner later at the Hilton. Debbie Novak very excitedly presented the first official branch for the Women of Asphalt in Missouri and gave away some promotional items. Debbie Novak, Chairwoman, and Vicki Woods, Vice Chairwoman, are both members of MAPA. For more information about the Women of Asphalt, visit www.womenofasphalt.org. Our dinner event also included an Emerging Leaders Live Auction. Kevin McMullin did a great job as Auctioneer. We thank all the MAPA members for their donations and purchasing items. The auction raised 5K for Emerging Leaders.

Friday morning started off with a buffet style breakfast and some members concluded the meeting on the golf course for networking, exchanging business/industry innovations and relationship building. Everyone had a great time! Be sure not to miss next year’s Summer Meeting, we are still planning and will keep you posted.

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MAPA Newsletter Executive Summary

Design-Build Intersections

By: Brian Johanning, VP of Business Development, Superior Bowen

The Independence Intersections Design-Build Project is an outstanding example of using integrated project delivery for infrastructure projects to transform a community in short order. It also highlights a key area where innovation in asphalt led to a solution that breaks down generations of stereotype about which pavement ‘type’ provides the Best Value over time.

In August, the City of Independence, MO, had a key vote to continue a stream of available capital dedicated to street infrastructure and maintenance. To execute on the vision cast by the Independence for All strategic planning initiative, one of the early litmus tests to see if voters were committed was the successful renewal of the tax.

As part of the strategic plan, seven key intersections that were in various stages of failure in key corridors of the City were identified to be repaired. The challenge was that confidence in the City’s Infrastructure decisions were at a crossroads. These intersections were part of an initiative by a previous regime to replace high volume intersections with White Topping only a few short years prior. The Intersections Project and subsequent RFQ was the first initiative of this effort. It had to be done quickly, provide immediate quality, on a short string schedule and under budget — making design-build the ideal delivery method and innovation in asphalt imperative for this high-profile project.

As the City’s FIRST transportation design-build project, many reputations were on the line for a successful outcome. With only six months to advertise for design-builders, negotiate contracts, design and re-open the roads to traffic, time was of the essence. Progress had to be shown prior to the early August vote.

Ultimately, the owner utilized a heavily weighted qualifications-based RFQ to ensure selection of a partner they could count on. With a long-standing history with the City of Independence, Superior Bowen was selected to lead the design-build team, with high expectations from the owner they would bring efficiency and quality to the forefront. We presented a best-value solution that involved a lot of manpower and the highest quality of asphalt for this application.

Three key innovations happened on this proposal:

1. **Introduction of SMA Asphalt:** Stone matrix asphalt (SMA) is a gap-graded, stone on stone asphalt mix designed to limit rutting and improve durability on high-traffic routes. SMA utilizes a coarse aggregate structure allowing for more stone on stone contact than traditional asphalt mixes. The aggregates must have a highly cubic shape and rough texture to resist rutting and movement. The aggregates also have a hardness specification, so they resist fracturing under heavy traffic loads and are resistant to polishing and abrasion. This gives the final mix a higher skid resistance than typical mixtures. The SMA design also has a higher AC content than traditional mixes, and with the addition of a high percentage of mineral filler, provides a rich mortar to increase the mixtures durability. This allows the mix to remain flexible and be more resistant to cracking. This structure provides better interlocking of the materials, which results in less permanent deformations of the mix. Because of its open graded nature, SMA mixes also reduce traffic noise and backsplash and hydroplaning during rain events. While SMA mixes tend to be more initially more expensive, they perform longer than traditional mixes making the SMA more cost effective overall. It's used in Kansas City on some of the higher traffic areas of town, including Southwest Trafficway from I-35 to Westport. It's also used in the terminal areas of Cookingham at KCI where heavy traffic is changing lanes, starting and stopping on frequent basis. It's the top of the line product for a top of the line City.
2. **Traffic Control and Cost Management:** After careful consideration and some real-time iterative cost estimating, the design-build team determined that to bring maximum efficiency to the project, we would expedite project delivery. Nearly every stakeholder we visited with through the public involvement process preferred to endure slightly more 'pain' for a shorter duration than the inverse. Our dedicated and largely local workforce worked hard to make progress at night and on the weekends to deliver the project in the most efficient manner with the least interruption to traffic which created many safety benefits for all involved.

3. **Design Efficiency:** While nearly all capital improvement projects within the municipal construction realm require full design documents, the design-build team was able to complete some amount of advanced planning and coordination, which allowed the City to be comfortable going back in the same geometry as existed prior to the reconstruction. Cross sections, full grading plans and detailing all aspects of the drawings were able to be avoided. Certainly, there were plenty of instances where design professionals were incredibly important to the process, but in the end, having City engineering staff present during construction allowed for field engineering to take place as needed. This efficiency was focused and aimed at schedule, not at trying to cut corners on quality or decrease fees for our project partner.

Together, the team tackled the paradigm shift and delivered ahead of schedule, under budget and provided a solution that looks and performs among the best for high-volume intersections in the Kansas City Metropolitan area. We removed blight, enhanced economic development and provided significant aesthetic upgrades to key corridors throughout the City.

The Intersections Design-Build Project represented so much more for the City of Independence than a normal geometric improvement. It became the pilot project for a long-term planning process that identified strategic projects to jump start and inspire community revitalization, continue momentum and demonstrate commitment to investing in the community.

This tight-turn design-build project was the catalyst for the renewal of a critically important sales tax, which passed overwhelmingly with nearly 82% of the vote, that will allow the City to continue to thrive and care for its vital infrastructure network for years to come.

The Intersections Project ended up being the first of three design-build projects the City of Independence started in 2017 and the only to finish in the same calendar year. Integrated project delivery is being looked at for nearly all projects in the community on a go-forward basis. The owner is committed to providing high-quality outcomes for residents and Superior Bowen was proud to be their partner.

1st Annual **MAPA Emerging Leaders Clay Bird Shoot**

October 22, 2020

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Women of Asphalt **Making Strides in Missouri!**

By: Debbie Novak, Missouri Petroleum Products

Missouri is the first state to officially launch a Women of Asphalt branch. Through the hard work of MAPA and Women of Asphalt Board member, Debbie Novak, the MAPA Board of Directors unanimously approved the measure to add a Woman of Asphalt branch. Shortly after that meeting, this group formally introduced itself to MAPA members at our annual summer meeting. This took place from August 12-14 in Branson, MO. Many took advantage of a table of giveaways and fun photo opportunities offered by the Women of Asphalt.



The new Women of Asphalt - Missouri Branch's events and support will fall under MAPA's committees. Debbie Novak (Missouri Petroleum Products) will serve as Chairwoman and Vicki Woods (Ingevity) will serve as Vice Chairwoman. They are looking for other women to help with this branch committee. If you are interested, please contact Debbie Novak at (314) 477-9412 or dnovak@missouripetroleum.com. This is an exciting opportunity to become more involved with Women of Asphalt and MAPA. The Women of Asphalt's goals are to advocate for women in the asphalt industry, bring more women into the asphalt industry along with

providing educational & networking opportunities. For more information about Women of Asphalt please visit www.womenofasphalt.org.

With this branch committee in place, the Women of Asphalt are excited to begin hosting events around the state of Missouri. The first event is being held on September 30, 2020. Fred Weber, Inc. has generously

offered to host this event with the use of their facility, a tour of their North asphalt plant and they are providing lunch for all who attend. This event is free. It will be held at the Fred Weber office (2320 Creve Coeur Mill Rd, Maryland Heights, MO 63043) from 10:00-2:00. An agenda will be posted on the MAPA website as soon as it becomes available. If you want to attend, please RSVP by September 23, 2020 to Debbie Novak at (314) 477-9412 or dnovak@missouripetroleum.com. Further details & the event flyer can be found under committees on MAPA's website at <https://moasphalt.org/women-of-asphalt-missouri-branch>.

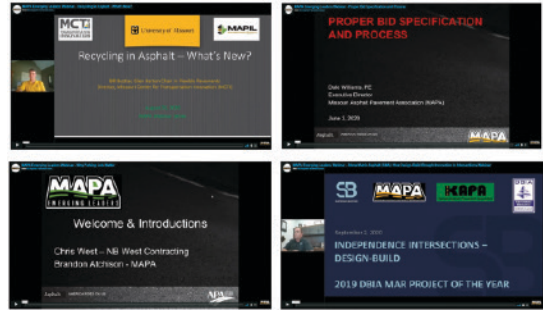
The Women of Asphalt would like to thank MAPA and its members for your support. We look forward to getting to know more of you and seeing more women grow within this industry we love so much!

MAPA Emerging Leaders Webinar Opportunities


Over the past few months, the MAPA Emerging Leaders have hosted webinars ranging in a variety of different topics. Topics covered are listed below. These webinars have allowed MAPA to provide educational opportunities outside of our traditional Lunch and Learns we host throughout the year. The attendance has been stellar, and we are seeing a diverse mix of local agencies, consultants, contractors, and other industry partners.

Topics Presented in 2020:

- Asphalt Pavement Distresses and Corrective Strategies
- Specifying Asphalt for Success
- Why Parking Lots Matter
- Technologies and Innovations in Asphalt Pavement
- Proper Bid Specification and Process
- Recycling in Asphalt – What’s New?
- Stone Matrix Asphalt (SMA) – How Design-Build Brought Innovation to Intersections



We plan to continue offering webinars on a monthly basis, a few topics to look out for are: Design and Construction for Parking Lots: A Review of MAPA’s Parking Lot Construction Guide, Asphalt Overlays, Tack Coats, Pavement Design, and many more.









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Special Report

NAPA Workforce Development

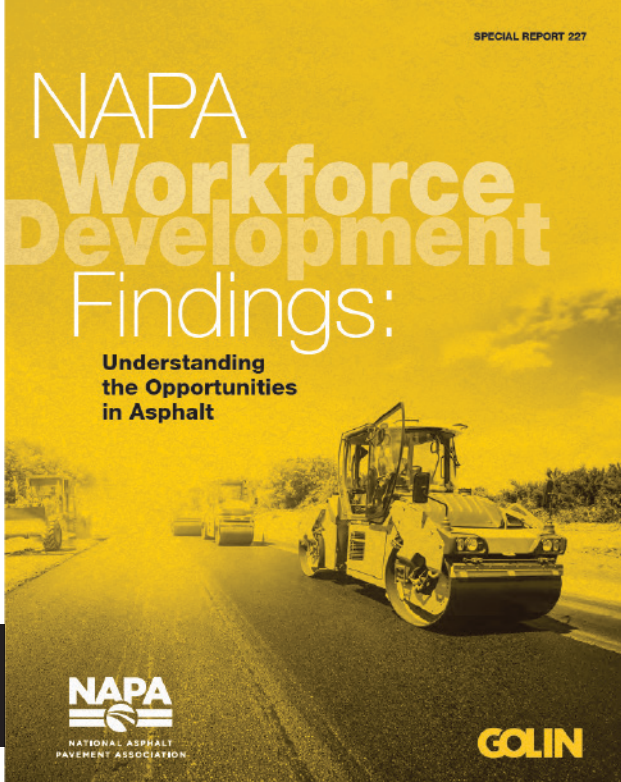
NAPA released a report on workforce development earlier this year. From NAPA, “Our research shows that the general public and educators are largely unfamiliar with the asphalt industry. In fact, familiarity of the road construction industry lags behind manufacturing, general construction, trucking, and agriculture. However, through our discussions and surveys, we found that people are open to learning more about road construction. By simply engaging potential workers and discussing growth pathways and future opportunities, the road construction industry’s favor ability rose by 15 percent.”



You can view the report on MAPA’s website.

SPECIAL REPORT 227

NAPA Workforce Development Findings:

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CALENDAR OF EVENTS

Technical Committee Meeting
October 20, 2020
Jefferson City

MAPA Emerging Leaders Clay Bird Shoot
October 22, 2020
Columbia, MO

MAPA/MoDOT Quarterly Meeting
October 27, 2020
Jefferson City, MO

Technical Committee Meeting
November 24, 2020
Jefferson City



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