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Missouri Asphalt Pavement Association

Spring 2022





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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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The Way I See It

2022 Legislative Update

The 2022 Missouri legislative session may either be one of the best or worst on record depending on your perspective. Coming off of an extremely successful 2021 session with the passage of the 12.5 cent motor fuel tax, we felt like the industry was in a pretty good position. That all changed as the 2022 session opened with a number of bills filed to repeal the motor fuel tax passed just last year. As the session unfolded it became clear that there was a divide between the Senate Republicans and the Conservative Caucus. Being on the defense, this worked to our advantage as few bills would ultimately get time on the Senate floor. On the House side, it was more of a roller coaster ride. HB1594 filed by Representative Sara Walsh was the one bill that got the most traction. Representative Walsh's bill was assigned to committee for a public hearing where nearly four hours of public testimony was heard. By the tone of the hearing, it was evident that the motor fuel tax repeal had legs in the House. The bill worked its way through the process and was placed on the House calendar. While the bill itself never got any floor time, Representative Walsh offered it as an amendment to another bill in late April. Fortunately, by a vote of 55 to 61, the amendment to repeal the motor fuel tax was repealed. No other attempts to repeal the motor fuel tax made it to the floor in either chamber for the balance of the session. This was obviously a huge win for the industry and Missourians!



Executive Director
Dale Williams

But wait, there's more! In the Governor's state of the state address, he called for funding for minor roads. During the budget process the legislature carved out \$100 million for minor roads. From the preliminary information we have received from MoDOT this money will be spent on overlaying letter routes with asphalt with the majority of the routes being north of I-70. Another huge win for the industry and Missourians. The challenge now is for MoDOT to get the work under contract and the industry deliver it by June 30, 2023, which coincides with the states fiscal year. I am confident that the asphalt industry will deliver!

These two wins didn't happen by themselves, they happened through the hard work of MAPA's lobby team at Husch Blackwell Strategies, involvement with the Missourians For Transportation Investment (MFTI) and through the grassroots efforts of our members reaching out to elected officials during the session. Thanks to all of you that got involved, it truly made a difference.

MAPA had their annual 197 Club event on May 3, and got to meet with Missouri Lieutenant Governor Mike Kehoe, as well as Senator Lauren Arthur! Lt. Governor Mike Kehoe is holding a copy of Senate Bill 262, which is the motor fuel tax increase that passed during the 2021 session.



2022 MAPA Emerging Leaders Clay Bird Shoot

The MAPA Emerging Leaders held the 3rd annual Clay Bird Shoot at Prairie Grove Shot Gun Sports on April 27. The event had beautiful weather, great attendance, and some amazing shooters! The top scorers were the Capital Materials Team consisting of Daryl Winegar, Logan Gerloff and Tim Conklin with a team score of 205. Dwain Polly, Capital Materials, and Jason Parr, West Contracting tied for the highest individual score of 76 out of 100.



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Defining Asphalt's Future

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Benjamin F. Bowers, Ph.D., PE, Auburn University



Allan Myers incorporates sustainability and resiliency in I64 project.

DEFINING ASPHALT'S FUTURE

Resilience is a term we're hearing used more frequently

in committee meetings, infrastructure bill discussions and amongst our peers in the industry and agency realms. **But what is resilience? And is this just another way to say sustainability? Hint: It isn't.** Resilience and sustainability are two separate things, but they are intrinsically linked.

Sustainability is established upon what is known as the triple bottom line: economy, social and environmental health. In Policy Statement 418, the American Society of Civil Engineers (ASCE) states that sustainability is a set of conditions that “all of society has the capacity and opportunity to maintain and improve its quality of life indefinitely, without degrading the quantity, quality or the availability of economic, environmental and social resources” (ASCE, 2021). The asphalt industry has been at the forefront of many sustainable practices, such as using recycled materials in mixtures, reducing emissions through warm mix technology, managing and filtering stormwater with porous pavements and implementing technologies such as cold central plant recycling. Is there more we can do? Absolutely, but we'll speak to that later in this article.

Resilience, as defined by FHWA Order 5520, is “the ability to anticipate, prepare for and adapt to changing conditions and withstand, respond to and recover rapidly from disruptions” (FHWA, 2014). So, in essence, resilience is our ability to bounce back. To make a sports analogy, the Philadelphia Eagles showed resilience after their star quarterback, Carson Wentz, went down with a torn ACL in 2018. At that point, my apparent celebrity doppelganger, Nick Foles, stepped in and ultimately led the Eagles to their first Super Bowl Championship. Note: As a life-long Carolina Panthers fan, I was pulling for the Eagles due to my disdain for their opponent (and because I kept getting texts from people who were convinced Foles and I were related).

Another example that may hit closer to home is the COVID-19 pandemic. The world ground to a halt, but slowly and surely, we found ways to adapt by wearing masks, social distancing and Zooming so we could get back to work. Academics like myself taught online and managed to keep labs cleaner than ever. Meanwhile, agencies and the paving industry found ways to safely keep building our critical infrastructure, in some cases ahead of schedule. While in no way do I want to make light of this catastrophic tragedy; I do want to point out that we, as people, as road builders and as researchers, are resilient.

So, where does resilience fit into the context of sustainability? As I noted before, they are related. One could argue that to be sustainable would require one also to be resilient, especially since we consider performance as it relates to environmental, social and economic factors. But, our methods of adapting our pavements can be resilient but not sustainable, and vice versa.

This Venn diagram (figure 1) shows sustainable practices or attributes, resilient practices or attributes and sustainable + resilient practices or attributes. For example, using recycled materials may be sustainable, but it isn't always a resilient solution. Likewise, using novel materials that help strengthen the pavement system to



DEFINING ASPHALT'S FUTURE

Figure 1 Venn Diagram of Sustainable, Resilient and Resilient + Sustainable Practices and Attributes for Asphalt Pavements (Courtesy of the National Asphalt Pavement Association [Bowers and Gu 2021]).

Sustainable + Resilient Practices or Attributes



- Sustainable Practices or Attributes**
- Use of recycled materials
 - Cold Recycled Asphalt
 - Asphalt mix and plant optimization

- Sustainable + Resilient Practices or Attributes**
- Warm Mix Asphalt (low emissions + increase in haul distance)
 - Porous pavement systems (stormwater management + nuisance flooding)
 - Perpetual Pavement Design
 - Deep reconstruction of pavement (increase deep layer moduli)
 - Rapid construction
 - Ability to adjust pavement design to climate/climatic events to extend pavement life

- Resilient Practices or Attributes That Are Not Sustainable**
- Use of novel materials with unknown environmental or safety risks
 - Use of climate adaptable materials when the social and environmental benefits do not outweigh the costs (e.g., use of polymer modified binders for low-volume roads)
 - Over-designing for low-risk catastrophic events

withstand disruptions without knowing the environmental or safety risks may enhance resilience, but that doesn't mean it's sustainable. What you will notice, however, is that most resilient options are also sustainable options, such as using warm mix asphalt to both lower emissions (sustainable) and to increase haul distances if a local asphalt plant is taken offline due to disruption and the roadway needs rapid repair (resilient).

Resilient to What?

The National Oceanic and Atmospheric Administration (NOAA) tracks annual "Billion-Dollar Weather and Climate Disasters." As of October 8, the year 2021 has had 18 different billion-dollar weather/climate disasters such as hurricanes, wildfires, drought and flooding, to name a few. The year 2020 had the most billion-dollar climate disasters ever at 22 (NOAA 2021). As hurricanes inundate our coastal roadways, floods from rapid snowmelt drown midwestern highways, drought followed by heavy precipitation causes highway failures over expansive clays from Texas through Alabama and beyond, we have found ourselves with a unique challenge. Drawing on ASCE's 2021 Infrastructure Report Card, the roads in the U.S. were given a grade of "D" (ASCE 2021). The report card cites a \$435 billion backlog of repair needs to existing roadways. How will we revitalize our pavements while making them more resilient to these disruptions?

We Have a Full Toolbox

The good news is we already have many tools in our toolbox, and many live in the part of the Venn diagram that overlaps sustainable and resilient. An inherent attribute of asphalt pavements is that they can be rapidly constructed. If an earthquake occurs—like the one that struck Anchorage, Alaska in 2018, causing slope stability

failures that lead to pavement failure—asphalt pavements can be rapidly reconstructed in days or as little as hours to get the roadway operational again (Bowers and Gu 2021). Asphalt is also designed to be climate adaptable, like the Binder Performance Grading system, along with the ability to use polymers, fibers and other additives. Mixes can be designed to withstand extremely high and low temperatures and even temperature swings. As previously mentioned, warm mix additives can increase haul distances when local asphalt plants have been compromised. Porous asphalt is specifically designed to manage stormwater, making it a tool that can be used to handle heavy precipitation.

Pavements can also be designed to be perpetual or long-life, as was done in Iowa after the 2018 floods destroyed sections of the interstate (Bowers and Gu, 2021). When flooding occurs, it can cause a lowering in base stiffness, leading to premature failure or triggering undermining of the roadway. In either case, using a perpetual pavement can help mitigate these issues. These are just a few of the tools the asphalt industry already has that can be used to increase the resilience of pavements.

Where Do We Go From Here?

I believe that we need to find ways to adapt our infrastructure that make it both more resilient and more sustainable. Take, for example, techniques like full-depth reclamation (FDR). If a coastal highway is undergoing regular flooding and loss of base stiffness, FDR can be used to stabilize 14+ inches of the existing pavement and base, 100% recycling what's in place with minimal hauling. An asphalt overlay can then be placed on top to add structure and serve as the wearing surface. If correctly designed, a perpetual pavement structure can be

Resilience, as defined by FHWA Order 5520, is “the ability to anticipate, prepare for and adapt to changing conditions and withstand, respond to and recover rapidly from disruptions.”

**In essence,
resilience is our ability
to bounce back.**

built that uses a significant amount of recycled material, reduces cost for an equivalent structure, reduces greenhouse gas emissions (because mixing is done at ambient temperatures), creates a more resilient pavement and is still an asphalt roadway that can be easily repaired, replaced or further adapted as needed due to varying disruptions.

Further, if material supply chains are disrupted, and highways need to be rebuilt, we can rebuild them using the circular nature of asphalt pavement components: Binder used as binder and aggregate used as aggregate. Increasing recycled contents in hot or warm mix asphalt, or using cold in-place recycling or cold central plant recycling technique to rebuild the roadway using 100% recycled asphalt pavement.

Work still needs to be done to help agencies make decisions about which roads to make more resilient. Not every roadway needs to be adapted, and in some cases, it may make more sense to allow the roadway to fail and have a plan to reconstruct it rapidly. Mix producers also need to consider how to make their plants more resilient to disruptions. If a hurricane is pending, methods to protect the plant should be put in place so that the plant can be fired up to help with the recovery process once the storm has passed. Communication between the agency and the producers and contractors needs to be emphasized as well. It is best to put in place contracts, rapid contracting methods and plans for potential disruptions to reduce the time the roadway is down.

Our highways are our lifeline—they connect people, emergency services and our economy—so we must think critically about enhancing their resilience. 🛣️

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Hurricane Michael damaged SR-30 (US-98) in Franklin County, Florida.
Photo Courtesy of Kevin Wall.



Hurricane Michael damage on SR-30 (US-98) in Franklin County, Florida.
Photo Courtesy of Kevin Wall.



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A small group of MAPA members gathered for the annual MAPA Lobby Day on May 4. This year the message was pretty simple, thank you for your vote against the amendment that would have repealed the motor fuel tax. The message was well received and our presence was greatly appreciated by all of the legislators that we met with.



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