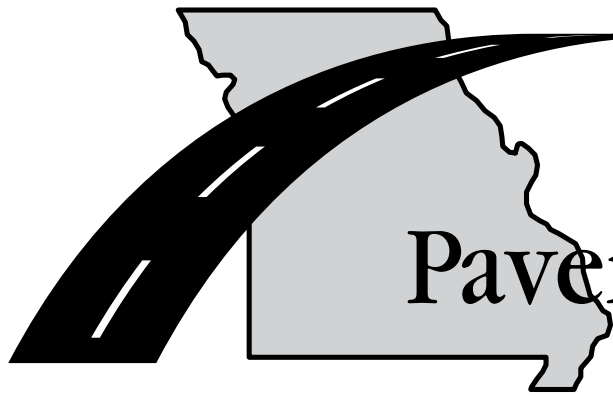


**Winter 2004**



# Missouri Asphalt Pavement Association

***MAPA sponsors another successful event!***



APA banner ups promoting the Asphalt Advantage were proudly displayed throughout the 14<sup>th</sup> annual conference and 6<sup>th</sup> equipment exhibit held Jan. 27-28, 2004, in Columbia.

## From the executive director...

It takes knowledge, understanding and wisdom to look at what we are doing, admit that it isn't working and do something different to get the job done. What job? Well I'm glad you asked. I'm talking about convincing Missouri voters, taxpayers, stakeholders or owners – whatever you want to call them – to find a way to fund the transportation needs of this state.

### Knowledge – gathering the facts

1. Within the U.S., Missouri's highway system is the:
  - 7<sup>th</sup> largest
  - 3<sup>rd</sup> worst roads
  - 2<sup>nd</sup> worst bridges
  - 44<sup>th</sup> revenue per mile
2. Missouri has:
  - 2 major cities
  - 2 major rivers
  - Large rail network
  - Location at center of the country
  - High rate of injuries and fatal accidents – 80,000 and 1,000 plus respectively
3. MoDOT has one of the lowest administrative costs in the nation at 3%
4. All Missourians depend on the trans-

portation system

5. The system can't be maintained with the current resources. Ground is lost every year.
6. The 60% rural/40% urban revenue distribution for highways has changed to 50%/50%.
7. The 1992 6-cent per gallon tax increase is not producing the revenue anticipated.
8. Since 1992:
  - 1992 plan abandoned or postponed.
  - Total change in leadership at MoDOT
  - New Highway Commission members



9. There is a direct link between mobility and economic development. From 1990-2000, Missouri counties with a 4-lane highway:
  - Experienced 16.5% population growth compared to the state's 9.4%
  - Have a \$4,000 higher average per capita income
  - Generated 50.2% more new business and industry growth
  - Enjoy 32% higher real estate property values

### Understanding – arranging the facts

1. Additional revenue is needed now
2. It will cost us more the longer we wait
3. If jobs, safety and economic development are important, we can't wait any longer. We must act soon.
4. We are losing ground while licking our wounds.
5. Forget the past and move on.
6. The definition of insanity is doing the same thing over and over and expecting different results. – Albert Einstein

### Wisdom – applying the facts

1. Take the above knowledge and understanding and put together a plan that is not complicated.
2. Know exactly where the funds are coming from
3. Make sure funds are adequate to get the job done right
4. Let the taxpayers know exactly what you are going to do.

We need to start doing things differently to reverse Missouri's course. If we can achieve a proper balance of license plate and registration fee increases, gas tax increases, ending some diversions, federal fund increases, and maybe a small sales tax increase, we can start on a path from worst to first and even become a model for the country. All Missourians will benefit from improved economic development when we do.

**MAPA Executive Director  
David Yates**



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**David Yates**  
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## MAPA Web Site Wins National Award

The Missouri Asphalt Pavement Association (MAPA), Jefferson City, received an 2003 Outstanding Web Site Award at the 49<sup>th</sup> Annual NAPA Convention in Phoenix, Ariz., on Jan. 20, 2004. The web site was developed by Barbara Long, president of E-savvy Communications, under the direction of David Yates, executive director of MAPA.

The web site was launched in June 2003. It includes facts about asphalt as a preferred paving solution, Missouri transportation statistics, environmental benefits and recyclability of asphalt, and technical data for engineers. The site also includes information for MAPA members such as news and event information, membership directory and MoDOT contacts.

The website goal is to help MAPA promote the use of asphalt as a road construction material to municipalities, architects, engineers, landowners, and other government entities. Visit the MAPA web site at [www.moasphalt.org](http://www.moasphalt.org).

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## Kudos

**M**APA and MAPA members take eight awards at the National Asphalt Pavement Association convention at Phoenix, Ariz., in February.

Leo Journagan Construction Inc. received two awards. The Sheldon G. Hays Finalist award for a project on Interstate 44 in Webster Co., and a quality paving award on Interstate 465 in Taney and Stone counties.

Superior Bowen Asphalt Co. received three quality paving awards for projects on Interstate 470/Interstate 70 intersection, Highway 350 and Interstate 29, all projects in the Kansas City area.

APAC Missouri Inc. received a quality paving award for a night-time paving project on Interstate 70 in Callaway County.

Norris Asphalt Paving Co. received a quality paving award for a project on Route 63 in Schuyler County.

All of the projects that received Quality Paving Awards will be eligible for the Sheldon G. Hays award next year at the 50<sup>th</sup> Annual Convention of the National Asphalt Pavement Association held in Kona, Hawaii.

The Missouri Asphalt Pavement Association received a 2003 Outstanding Web Site Award.

## Dates to remember

**International Society  
for Asphalt Pavements (ISAP)**  
Symposium on Design and Construction  
of Long Lasting Asphalt Pavements  
June 7-9, 2004  
Auburn, Alabama  
[ISAP@eng.auburn.edu](mailto:ISAP@eng.auburn.edu)

**NAPA 50th Annual Conference**  
February 11-16, 2005  
The Big Island of Hawaii

**CONEXPO-CONAGG 2005**  
March 15-19, 2005  
Las Vegas, Nevada

### *Future MoDOT Highway Lettings*

March 19, 2004      May 21, 2004  
April 16, 2004      June 18, 2004



**State Maintenance Engineer Jim Carney listens intently to a speaker at the MAPA annual conference.**

# Great Conference!

The 14th Annual Conference and 6th Annual Equipment Exhibit held on Jan. 27-28, 2004, at the Holiday Inn Select in Columbia, Mo., was a great success. Beryl Rosenmiller did a great job in getting more Sponsors than ever and a great group of Exhibitors. The attendance was impressive considering the cold and snowy weather, and MAPA thanks every Sponsor, Exhibitor, Speaker and Attendee for your support.



**New MAPA president Keith Davenport (left) with Jennifer Breuer, Renna Zerr Moore and Ryan Newland, enjoying the reception and Exhibit Hall at the conference.**



**State Auditor Claire McCaskell, Democratic candidate for governor, presents her transportation plan to the MAPA conference attendees.**



**Mark Shelton, assistant construction and materials engineer for MoDOT, talks about the new performance specifications.**

**Tom Texier, below, receives an award for his service on the MAPA Board representing Bituminous Suppliers.**



**Gary Fore, vice president of Environment and Safety for the National Asphalt Pavement Association, speaks to conference attendees.**



**Dale Williams, field engineer for MoDOT, talking about Missouri's involvement in the second phase of the NCAT Test Track.**



**Benny Walker with the Fabick Companies was one of the auctioneers at the MAPA C.C. live auction. Thanks, Benny!**



**During Exhibit time, David Yates visits with an exhibitor at the Castrol Heavy Duty Lubricants booth.**



**Clockwise from left, David Anderson receives the under 50,000-ton Quality Paving Award for APAC Missouri Springfield Branch on a major intersection in Springfield, Mo. Jason Stastny receives the more than 50,000-ton Quality Paving Award for APAC Missouri Inc. on a nighttime paving project on I-70 in Callaway County. Ryan Newland receives the Private and Commercial Quality Paving Award for Superior Bowen Paving Co. for a large parking lot at the KC International Airport. Arnold Shipp receives an award for his service as MAPA 2003 Board of Directors President. Steve Ricketts receives an award for service on the MAPA Board representing Associate Members.**





**Chief Engineer Kevin Keith gives an update on MoDOT activities.**



**From left is John Skidmore, Ric Neubert and Bill Havens.**



**D.R. Leach of Koch Pavement Solutions did a great job moderating the Maintenance Track of the MAPA Annual Conference.**



**Mike Benner of Musselman and Hall Contractors was one of the Maintenance Track planners. Thanks, Mike.**



**Tyler Francis with Koch Pavement Solutions was one of the auctioneers at the MAPA C.C. live auction. Good job, Tyler.**



**Sen. Peter Kinder, president pro-tem of the MO Senate and Republican candidate for Lt. Governor, addresses the attendees on his transportation positions.**



**The MAPA-REF speaker was The Delta Club's Glenn Graham (C.C. member).**



verland.



**Tom Skinner, a consultant to Ingersoll-Rand, talks about handling segregation through the paver.**



**Noel Kerns of Leo Journagan Construction Co. Inc. received the Sheldon G. Hays finalist award at the NAPA Convention for a project on I-44 in Webster County, which was honored at the MAPA annual convention.**

**David Naster (you just have to laugh) brings down the house with good clean humor at the MAPA 14<sup>th</sup> annual conference and 6<sup>th</sup> equipment exhibit held in Columbia, Mo.**



**\$10,000 Grand Prize drawing winner Companies of Cape Girardeau, Mo. (right) receives the check.**

**Matt Blunt, Secretary of State and Republican candidate for governor, presents his transportation plan to conference attendees.**



# Paying the price for inadequate roads in Missouri

**M**issouri's extensive network of roads and bridges allows the state's 5.6 million residents to safely and freely travel while enabling businesses to efficiently serve their customers. But deteriorated road and bridge conditions, a lack of desirable roadway safety features and increasing traffic congestion is costing motorists in the form of additional safety costs, travel delay and vehicle operating costs.

Making needed improvements to Missouri's roads and bridges is key to providing a safer, smoother, more efficient transportation system that will save motorists money and time, while improving the economic livelihood of the entire state.

This report looks at road and bridge conditions, traffic safety and congestion levels in Missouri, as well as the cost to motorists who drive on inadequate roads.

TRIP estimates that Missouri's roadways that lack desirable safety features, have inadequate capacity to meet travel demands, or have poor pavement conditions cost the state's drivers \$4.3 billion annually in the form of traffic accidents, additional vehicle operating costs and delays. TRIP estimates that the average annual cost of inadequate roadways is \$1,329 annually per driver in the St. Louis area, \$1,229 annually per driver in the Kansas City area and \$936 per driver living elsewhere in the state.

Traffic accidents and fatalities, in which roadway design was an important factor, cost Missouri motorists an additional \$1.6 billion annually, including medical costs, lost economic and household productivity, property damage and travel delays. Roadway design-related safety costs are estimated at \$409 annually per Missouri driver.

Traffic congestion in Missouri costs licensed drivers \$1.2 billion annually in delays and wasted fuel. Annual traffic congestion costs per driver are \$522 in the St. Louis area, \$274 in the Kansas City area and \$137 in the rest of Missouri.

Driving on roads in need of repair costs Missouri's motorists \$1.5 billion a year in extra vehicle operating costs, including accelerated vehicle depreciation, additional repair costs and increased fuel consumption and tire wear. Additional vehicle operating costs per driver

are estimated to be \$398 in the St. Louis area, \$546 in the Kansas City area and \$390 in the rest of Missouri.

Road conditions in Missouri are well below desirable standards, with 47 percent of major arterials in poor or mediocre condition. This includes Interstates, highways, connecting urban arterials, and key urban streets that are maintained by state, county and municipal governments.

Seventeen percent of Missouri's major roads are rated in poor condition, and an additional 30 percent are in mediocre condition. This includes Interstates, highways, connecting urban arterials, and key urban streets that are maintained by state, county and municipal governments.

Thirty-two percent of Missouri's major roads are in good condition. A desirable goal for state and local organizations that are responsible for road maintenance is to keep 75 percent of major roads in good condition.

Bridge conditions in Missouri are well below desirable standards. Missouri ranks fourth in the nation in the percentage of structurally deficient bridges. This includes all state, local and municipal bridges 20 feet and longer.

Nearly one in four - 23 percent - of Missouri's 23,495 bridges are rated as structurally deficient, showing significant deterioration to decks and other major components. Missouri is rated as fourth worst among states in the percentage of its bridges rated as structurally deficient.

Thirteen percent of Missouri's bridges are functionally obsolete. These bridges no longer meet modern design standards for safety features such as lane widths or alignment with connecting roads or are no longer adequate for the volume of traffic being carried.

Bridge deficiencies have an impact on mobility and safety within the state. Restrictions on vehicle weight may cause many vehicles - especially emergency vehicles, commercial trucks, school buses and farm equipment - to use alternate routes to avoid these bridges. Narrow bridge lanes, inadequate underclearances and poorly aligned bridge approaches reduce traffic safety.

Redirected trips lengthen travel time, waste fuel and reduce the efficiency of the local economy. Significant increases in Missouri's population and vehicle travel have far outpaced the amount of new road capacity being added.

Missouri's population reached 5.6 million in 2002, an increase of approximately 10 percent over the last decade. Missouri's population is projected to increase another 14 percent by 2025, climbing to 6.3 million residents.

Vehicle travel on Missouri's major highways increased by 34 percent from 1990 to 2002 - jumping from 51 billion vehicle miles traveled in 1990 to 68 billion vehicle miles traveled in 2002. TRIP estimates that vehicle travel in Missouri will increase by 50 percent over



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the next two decades, to 102 billion miles annually by 2025.

Traffic congestion levels in Missouri are increasing as vehicle travel on the state's roadways is increasing faster than additional capacity is being added. Approximately three-out-of-ten (32 percent) of Missouri's urban Interstates and other highways or freeways are considered congested, because they carry a level of traffic that is likely to result in delays during peak travel hours.

The level of congested urban roadways has increased quickly since 1996, when 22 percent of the state's urban highways and freeways were rated as congested. The U.S. Census found that the average commute in the St. Louis area has increased from 23.2 minutes in 1990 to 25.2 minutes in 2000. Thus the average St. Louis area driver spends 19 more hours stuck in traffic than a decade ago.

The U.S. Census found that the average commute in the Kansas City area has increased from 21.5 minutes in 1990 to 22.9 minutes in 2000. Thus the average Kansas City area driver spends 12 more hours stuck in traffic than a decade ago.

The Texas Transportation Institute found that the percentage of vehicle travel during morning and evening peak periods in the St. Louis area that is considered congested increased from 33 percent to 58 percent from 1990 to 2001. In Kansas City, the percentage of peak vehicle travel that is considered congested increased from 12 percent to 32 percent during the same time period.

Vehicle travel on Missouri's Interstates and other highways increased by 35 percent from 1991 to 2001. Lane miles of Interstates and other highways in Missouri increased by nearly 2 percent (1.7 percent) from 1991 to 2001. Thus travel on Missouri's highways over the last decade increased at a rate 20 times faster than the addition of new highway capacity in the state.

Improving safety features on Missouri's roads and highways would result in a decrease in traffic fatalities in the state. Roadway design is an important factor in approximately one-third of fatal and serious traffic accidents.

In 2002, there were 1,208 fatalities on Missouri's roads one person killed approximately every 8 hours. Missouri's traffic fatality rate of 1.77 fatalities per 100 million vehicle miles of travel is higher than

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the national average of 1.50 fatalities per 100 million vehicle miles of travel. Highway improvements such as removing obstacles, adding or improving medians, wider lanes, wider and paved shoulders, upgrading roads from two lanes to four lanes and better road markings and traffic signals can reduce traffic fatalities and accidents, while improving traffic flow to help relieve congestion.

The traffic fatality rate per 100 million vehicle miles of travel on Missouri's Interstate system was 1.00 in 2001, while the fatality rate for non-Interstate travel was 1.85 — nearly double the rate on the Interstates. Thus, a motorist leaving the Interstate is approximately twice as likely to be killed in a traffic accident. The Federal Highway Administration has found that every \$100 million spent on needed highway safety improvements will result in 145 fewer traffic fatalities over a 10-year period.

Quite literally, Missouri's economy is riding on its transportation system. A key component in business efficiency and success is the level and ease of access to customers, markets, materials and workers. Eighty percent of the \$148 billion worth of commodities delivered annually from sites in Missouri are transported on the state's highways. Because of the importance of transportation to the efficiency and success of many businesses, the quality of a region's transportation system is critical to where businesses choose to locate and operate. Increasingly, the level of access provided by a region's transportation system is determining where firms choose to locate or expand.

The Federal Highway Administration estimates that every \$100 million spent on highway construction creates approximately 4,200 jobs. Every dollar spent on street and highway improvements results in \$5.40 in economic benefits, according to the Federal Highway Administration. Sources of information for this study include the Federal Highway Administration (FHWA), the Texas Transportation Institute (TTI), the U.S. Census Bureau, the National Highway Traffic Safety Administration (NHTSA) and the Missouri Department of Transportation.



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## The Passion -- Highway Funding

**T**he passion of the HMA industry was on full display during the 2004 Transportation Construction Coalition Legislative Fly-In. Nearly 400 transportation construction executives gathered in Washington Feb. 24-25 to lobby Congress. Their unified message to Congress was "enact a 6-year transportation bill at no less than the highway funding level of \$318 billion provided in the Senate-passed bill." The groups heard from Ohio Governor Bob Taft, Rep. Tom Petri (R-WI) and Jim Oberstar (D-MN). Sens. Jim Inhofe (R-OK) and Christopher "Kit" Bond (R-MO) rounded out the program. NAPA members were well represented in the TCC and stormed the Hill on Feb. 25 holding hundreds of meetings with lawmakers.

## House Highway Bill still in flux

**M**embers of the House Transportation and Infrastructure (T&I) Committee have been meeting with House GOP leaders and White House officials the week of Feb. 23 regarding the House version of legislation to reauthorize the federal surface transportation program. The T&I Committee remains committed to moving a six-year bill that would provide highway and transit investment levels of no less than the \$318 billion included in the six-year reauthorization measure that passed the Senate earlier this month. The Bush Administration, however, has threatened to veto the Senate measure over its investment levels and financing mechanism. While no final decisions on how to proceed have been made at this time, T&I Committee members have reportedly discussed options that include a six-year bill with investment levels exceeding the Senate measure, seek increased investment levels at some point during the measure's life, and a two-year reauthorization measure. The situation is very fluid; discussions are ongoing.

## Senate breaks logjam, President signs law

**T**he U.S. Senate Feb. 27 cleared legislation that will extend the authorization for the federal highway program for an additional two months to April 30. The House of Representatives had previously passed a four-month extension; however, the measure became bogged down in the Senate over issues not related to the federal surface transportation program. The last short-term extension expired Feb. 29. The President signed the measure into public law.



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