

SHOW-ME STATE

Asphalt NEWS

Summer 2005



Smooth Road Initiative boosts annual production



**MAPA donates for industry future
Crumbling infrastructure doesn't make the grade**



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

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SRI brings more production, but comes with logistical difficulties

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We'll be last no more!

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Two Missouri cities have worst roads in nation

St. Louis and Kansas City make the list for metro areas having the highest percentage of roads with unacceptable pavement conditions

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Smooth Road Initiative in full swing. Contractors step up to the plate to "get 'er done!"



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Industry loses a friend

Roy L. Burns of Pace Construction Company died May 15, 2005.

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The pitiful state of America's infrastructure

American Society of Civil Engineers grades US roads, bridges, dams, drinking water, rails, public parks and others; nothing scores more than a C+.

Executive Director David Yates



Smooth Roads Initiative (SRI) What does it mean to us?

- 2,200 miles of road to be in good condition
- 3 years to get the work done
- Approximately double normal annual production
- High liquidated damages are assessed on this work to encourage early completion of the project

This all sounds great for the Asphalt Industry, and it is. However, all of this business comes with some material and logistical difficulties. Aggregate has to be made according to specifications, which can be done, but no aggregate producer will start production without a contractor's order – an order that won't come until the Missouri Transportation Commission awards the work. There are a minimum number of asphalt plants, paving crews, paving equipment, compaction equipment and trucks in the state that can get this work done in the timeframe we are being asked to complete it. Also, in some cases, the contractor is at his or her bonding limit.

With crude oil prices going up rapidly, it creates uncertainty about liquid asphalt cement prices and fuel prices for drying aggregate, trucking, additional cost for workers to get to the job, and the list goes on.

The biggest uncertainty of all is weather. With high liquidated damages, if you don't get the work done by a certain completion date and the weather doesn't cooperate, contractors could really get hurt financially or even put out of business. You might question that, but you put your family business, your livelihood and your employees' livelihood on the line and see how you would react. I will give MoDOT credit because they are working with the industry where they can to help this situation. Since SRI is a three-year endeavor, it isn't enough time to feel secure enough to go out and buy a new asphalt plant, new paver, new compaction equipment or train a new crew and still recover your cost. Consequently, MoDOT is seeing prices go up substantially with a lot of single bids.

However, I am convinced the Asphalt Industry will step up to the plate somehow and get the work done. They might have to work 24-7 "to get 'er done" (quoting Larry the Cable Guy), but "get 'er done" they will.



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Supporting the future of asphalt technology

MAPA donates more than \$1/2 million to MU engineering school

A donation from the Missouri Asphalt Pavement Association (MAPA) is helping pave the way toward a new research and education focus at the University of Missouri-Columbia. MAPA is contributing \$550,000 toward the establishment of a “flexible pavement” technology chair in the College of Engineering (CoE), teaming up with alumnus Glen Barton to finance the hiring of the new faculty member. College officials anticipate advertising the new position in 2007.

Though CoE offers classes in pavement technology, faculty expertise has until now centered on concrete technology, said Sam Kiger, chair of the civil and environmental engineering department. The new faculty member will have the background the CoE needs to offer advanced courses and conduct research in asphalt technology, Kiger said. “The introduction of new courses and related research will result in MU graduate engineers that are much more informed in this area.”

That is MAPA’s goal, said David Yates, MAPA’s executive director. Yates said association officials believe the best and quickest way to ensure engineers have the knowledge and capabilities required to design projects using asphalt is to help provide training in college. MAPA’s contribution elevates an asphalt technology professorship being financed by Glen Barton to a chair, which offers its holder greater prestige and resources. The chair will help the CoE attract a top-notch asphalt technology expert of national prominence who can generate research income to support students and purchase the equipment necessary to sustain the position, Sam said.

Research in asphalt technology probably will focus on economic efficiency, safety and quality control, civil engineering professors say. Midwestern roads require higher-performing asphalt pavements to withstand a wide range of temperatures without rutting in hot weather or becoming brittle in the cold, said Charles Nemmers, director of the Transportation Infrastructure Center in the civil engineering department. MU asphalt technology researchers likely would try to engineer the material and designs to suit those conditions, he said. “And that’s got to be helpful to the asphalt industry,” Nemmers added. — *From MU Engineering News and Notes*



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Taking Missouri from Worst to First in Roads

By MoDOT Director Pete Rahn

It's been only seven months since voters statewide approved Amendment 3, redirecting critical additional funds to MoDOT to improve our roads. By an almost four-to-one margin, the taxpayers said they wanted Missouri's roads fixed and that they trusted MoDOT to do the job.

This is a wonderful opportunity for our agency, and the road-building industry we work with, to step up and deliver great products that will really improve Missourians' lives. As you well know, good highways save lives, create jobs and allow our economy to function. And every single citizen relies on them in some form, so it's hard to overstate their importance.

In Missouri improved roads are particularly important, because we've got big problems. Our highways are some of the oldest and worn out in the nation. A recent study singled out Kansas City as having the nation's worst metropolitan pavement conditions. St. Louis was only slightly better, with the country's third worst conditions.

The good news – we've already begun to turn these numbers around. A big part of our Amendment 3 effort is the Smooth Roads Initiative, which will provide 2,200 miles of good conditions on the state's most heavily traveled roads. All these improvements will be completed by Dec. 2007, at a cost of about \$400 million.

I cannot overstate the significance of completing this initiative. The 2,200 highway miles to be improved by the Smooth Roads Initiative is only a small percentage of the state's system, but accounts for 60 percent of all the system's traffic. Roughly three quarters of these roads are currently in poor condition, but by 2007 every single mile will be in good condition and then just as importantly we must be determined to keep them in good condition.

The asphalt industry is critical to the success of the Smooth Roads Initiative, because we're resurfacing major highways at a record pace. To illustrate – in a typical year MoDOT buys about 2 million tons of asphalt, but during this initiative we'll purchase over 6 million tons a year.

As you can see, we've got big plans for Missouri's highways over the next few years. I'm looking forward to working closely with you to make our roads the best in the nation!



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Just the Facts ...

ASPHALT FACT: Production of HMA is known to be environmentally friendly. Although production has more than doubled over the last 50 years, emissions from asphalt plants have been reduced by 97 percent.

ASPHALT FACT: You can drive on a new asphalt pavement the same day it has been placed. The alternative, on the other hand, generally takes much more time to cure before you can allow any amount of automobile or truck traffic on it.

Urban pavement conditions worsen

Approximately one in four miles of the nation's major metropolitan roads – interstates, freeways and other critical loading routes – have pavements in substandard condition, resulting in rough rides and costing the average metro area motorist \$400 annually in additional vehicle operating costs, according to a new report by TRIP. The study, "Rough Ride Ahead: Metro Areas with the Roughest Rides and Strategies to Make Our Roads Smoother," found that the metro areas (500,000 people or more including city and suburbs) with the highest percentage of major roads and highways with unacceptable pavement quality are: Kansas City – 71%; San Jose – 67%; St. Louis – 66%; Los Angeles – 64%; San Francisco –

Oakland – 60%; San Diego – 58%; New Orleans – 55%; Boston – 49%; Sacramento – 49%; and Oklahoma City – 47%.

"All levels of government share responsibility for improving these roads," says Will Wilkins, TRIP's executive director. "Federal lawmakers can help state and local governments by passing long-term surface transportation legislation."

Pavement conditions on the nation's major urban roads and highways have worsened, from 22 percent in poor condition in 1998 to 26 percent in poor condition

in 2003. Overall traffic on urban roads increased by 41 percent from 1990 to 2003; urban travel by large commercial trucks grew at an even faster rate, increasing from 58 percent from 1990 to 2003. Overall vehicle travel is expected to increase by approximately 40 percent by the year 2020, and the level of heavy truck travel nationally is projected to increase by approximately 47 percent by the year 2020.

While a desirable goal for state and local governments is to maintain 75 percent of its roads in good condition, only three metro areas (500,000 people or more) achieve this goal. They are Atlanta, Orlando and Phoenix. In fact, only 11 major metro areas have at least 50 percent of their major roads in good condition.

Workers' compensation reform passes

Senate Bill 1, sponsored by Sen. John Loudon (R-Ballwin), made several changes to the state's workers' compensation law. Major provisions of the bill include:

- (1) Establishes a legal threshold for accident, injury and occupational disease (requires work to be "the prevailing" factor in causing an injury instead of the previous language that says "a substantial" factor);
- (2) Improves the accountability of administrative law judges;
- (3) Favors medical evaluations over subjective complaints of pain;
- (4) Strengthens the burden of proof for making a claim;
- (5) Limits attorney involvement;
- (6) Increases penalties for alcohol and drug violations;
- (7) Increases penalties for violations of safety policies;
- (8) Tightens the penalties for fraud;
- (9) Limits the definition of "premises" to those that are under an employer's control;
- (10) Disallows double dipping of unemployment benefits for employees that are drawing total temporary disability benefits;
- (11) Limits permanent/partial disability payments to account for pre-existing conditions; and
- (12) Allows videotape evidence to be admissible in court as evidence to refute injury claims.

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MoDOT Smooth Roads Initiative do annual production

2,200 miles to be in good condition
Completed by December 2007
Costing \$400 million



APAC-Missouri Inc. completes SRI project
Route 54 east of Lake Ozark.



Chester Bross Construction Co. paves SRI project on
southbound Route 13, south of Osceola.



APAC-Missouri Inc. paves
SRI project on Interstate 70.



Chester Bross Construction Co.
paves SRI project on eastbound
Route 50, west of Warrensburg.

Doubles



Leo Journagan Construction Co. Inc. paves SRI project on Route 60, west of Republic.



ace Construction Co. paves Route 100 in St. Louis during a nighttime job.

summer 2005

Coming SOON

APWA meeting
September 25-28, 2005
Minneapolis, MN

MAPA Annual Conference
January 17-18, 2006
Holiday Inn Select
Columbia, MO

NAPA 51st Annual Conference
January 21-25, 2006
Hollywood, FL

Future MoDOT Highway Lettings

August 19, 2005
September 23, 2005
October 21, 2005
November 18, 2005
December 16, 2005
January 13, 2006

Practice your swing!



The MAPA-REF Golf Tournament will be September 29, 2005, at Tanglewood Golf Course in Fulton, Missouri.

- Scramble
- Shotgun start at 9:30 a.m.
- Refreshments
- Nice prizes
- Proceeds go to Research & Education fund

In Memoriam

Roy L. Burns, 58, president of Pace Construction Company and President and CEO of Lionmark Construction Companies, died May 15, 2005, of melanoma at the M.D. Anderson Cancer Center in Houston, TX. He lived in Lake Saint Louis.



Roy was born in Eldorado, IL. He earned a degree in civil engineering from Southern Illinois University at Carbondale. After graduation, he worked for the Illinois Highway Department and later for Denton Construction Company before moving to St. Louis. He was vice president of Missouri Petroleum Products from 1976 until 1981 when he became president of Pace Construction, a subsidiary of Lionmark Construction Cos. "Roy had a reputation for honesty and integrity, which earned him the respect of employees and competitors alike," said Tom Feldmann, CFO of Lionmark. "He believed in the company and the people who worked for him. He believed in hard work, in setting the right example, in fairness and respect in all business and personal matters."

He is a past president of the Associated General Contractors of Missouri, had served on their Board of Directors for more than 15 years and was a national director of the AGC of America. He was presented with the highest honor for service given by the AGC of Missouri in 2002, and he was a founding member of the Missouri Asphalt Pavement Association. He served as trustee of the Construction Industry Laborers Health and Welfare Fund and was a Missouri Transportation Coalition Member.

He is survived by his wife of 34 years, Susan E. Burns; three daughters, Kelly Richard of New Haven, and Jessica Yeargain and Erin Polman, both of Wentzville; a son, Roy H. Burns of Lake Saint Louis; his mother, Jessie Burns of De Soto; three brothers, a sister and nine grandchildren.



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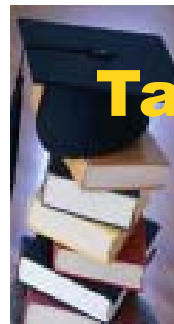
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Quotable Quote

“

Always bear in mind that your own resolution to succeed is more important than any one thing.

— Abraham Lincoln”



Take the quiz

Test your knowledge about asphalt pavements. Question Number 5 of 10 appears in this newsletter. There will be one question in each newsletter, and the answer to that question will be located somewhere in the issue. You find it!

Asphalt pavement was first introduced in America in the year ...

A. 1870
B. 1906

C. 1952
D. 1775

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SemGroup to purchase a majority of Koch operations

SemGroup, L.P., and Koch Materials Company have signed a definitive purchase and sale agreement involving a majority of Koch Pavement Solutions' asphalt operations and assets located in the United States and Mexico, pending regulatory approval under the U.S. Federal Trade Commission's Hart-Scott-Rodino Act and Mexico's Ley Federal de Competencia Economica.

The acquisition includes 47 asphalt terminals in 24 states and 13 asphalt terminals in Mexico; five regional technical centers; 65 worldwide patents and 10 pending patents. SemGroup said that all of the assets will be operated by its asphalt business unit, SemProducts, L.P.

SemGroup will gain about 470 employ-

ees in the United States and 180 employees in Mexico through the purchase. The Mexico portion of the acquisition is a self-sufficient, stand-alone business currently operating as Koch Materials Mexico. The purchase marks SemGroup's first move into the Mexican market.

Koch Materials will retain facilities in North Dakota, South Dakota, Minnesota, Wisconsin, Iowa and Nebraska that receive asphalt produced at a Minnesota refinery owned by Flint Hills Resources, LP, an indirect wholly owned subsidiary of Koch Industries LLC. The sale also does not include KMCE's asphalt business in China and Brazil or Koch Materials' Performance Roads business interests.

Koch Materials and Koch Materials Mexico supply asphalt products to a diversified base of more than 3,000 customers in the U.S. and Mexico, including governmental agencies, national contractors and numerous regional and local contractors.

SemGroup, L.P., is a midstream service company providing North America's energy industry means to move products from the wellhead to the wholesale marketplace. It is ranked #14 on Forbes magazine's list of America's Largest Private Companies.

Koch Materials Company is based in Wichita, KS, and develops and markets advanced paving systems and high-quality products. Koch Materials is a subsidiary of Koch Industries LLC.



Congested highways, overflowing sewers and corroding bridges are a looming crisis that jeopardizes our nation's prosperity and our quality of life. With new grades for the first time since 2001, our nation's infrastructure has shown little to no improvement since receiving a collective D+ in 2001, with some areas sliding toward failing grades. The American Society of Civil Engineers' *2005 Report Card for America's Infrastructure* assessed the same 12 infrastructure categories as in 2001, and added three new categories. Access the complete *Report Card* at <http://www.asce.org/reportcard/2005/index.cfm>.

Substandard Conditions

Poor road conditions cost U.S. motorists \$54 billion

per year in repairs and operating costs—\$275 per motorist. Americans spend 3.5 billion hours a year stuck in traffic, at a cost of \$63.2 billion a year to the economy. Total spending of \$59.4 billion annually is well below the \$94 billion needed annually to improve transportation infrastructure conditions nationally. While long-term Federal transportation programs remain unauthorized since expiring on Sept. 30, 2003, the nation continues to short-change funding for transportation improvements.

The nation is failing to maintain even the current substandard conditions, a dangerous trend that is affecting highway safety and the health of the economy. While passenger and commercial travel on our highways has increased dramatically in the past 10 years, America has been seriously under-investing in needed road and bridge repairs.

Americans traveled 2.85 trillion vehicle-miles in 2002. While highway mileage is mostly rural, a majority of road travel (60%) occurred in urban areas in 2002. As vehicle-miles traveled continues to increase for all vehicles, it increased at a greater rate for commercial trucks, which has caused increased wear and tear on US roads and bridges.

Lack of Funding

While some progress has been made in recent years, the current stalemate on the reauthorization of the nation's surface transportation programs is causing uncertainty that affects the long-term prospects for our nation's roads and bridges.

As the nation's highway users await enactment of long-term legislation, America continues to short-change funding for much-needed road and bridge repairs. Traffic congestion costs the economy \$67.5 billion annually in lost productivity and wasted fuel. Passenger and commercial travel on our highways continues to increase dramatically. The average rush-hour commute grew more than 18 minutes between 1997 and 2000.

The American Association of State Highway and Transportation Officials (AASHTO) estimates that capital outlay by all levels of government would have to increase by 42% to reach the projected \$92



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billion cost-to-maintain level, and by 94% to reach the \$125.6 billion cost-to-improve level. In contrast, the Federal Highway Administration estimates that outlay by all levels of government would have to increase by 17.5% to reach its projected \$75.9 billion cost-to-maintain level, and 65.3% to reach its \$106.9 billion cost-to-improve level. In 1999, the total capital investment by all levels of government was \$59.4 billion, well short of \$94 billion.

In 2003, the bipartisan leadership of the House Transportation & Infrastructure Committee introduced legislation which would have invested \$375 billion in state programs over the six-year period FY 2004-09, based on meeting the national concerns and investment requirements outlined in FHWA's 2002 report to Congress.

In 1998, the enactment of the Transportation Equity Act for the 21st Century (TEA-21), provided \$218 billion for the nation's highway and transit programs. Even with this added attention, 33% of America's urban and rural roads are in poor, mediocre or fair condition, according to FHWA. Although this is a slight improvement from previous years, conditions remain at substandard levels. Driving on roads in need of repair costs U.S. motorists \$54 billion per year in extra vehicle repairs and operating costs.

Poor roads are costly roads

FHWA ranks "poor" roads as those in need of immediate improvement. "Mediocre" roads need improvement in the near future to preserve usability. "Fair" roads will likely need improvement. "Good" roads are in decent condition and

will not soon require improvement. "Very good" roads have new or almost-new pavement.

Outdated and substandard road and bridge design, pavement conditions, and safety features are factors in 30% of all fatal highway accidents, according to FHWA. On average, more than 43,000 fatalities occur on the nation's roadways every year. Motor vehicle crashes cost U.S. citizens \$230 billion per year, or \$819 for each resident for medical costs; lost productivity; travel delay; and workplace, insurance and legal costs.

Americans' personal and commercial highway travel continues to increase at a faster rate than highway capacity, and our highways cannot sufficiently support our current or projected travel needs. Between 1970 and 2002, passenger travel nearly doubled in the United States, and road use is expected to increase by nearly two-thirds in the next 20 years. Growth can be attributed to changes in the labor force, income, makeup of metropolitan areas and other factors.

More than 67% of peak-hour traffic occurs in congested conditions. The cost to the economy—in wasted time and fuel—in the 85 largest urban areas is \$63.2 billion each year. In addition, poor highway conditions hinder the effective transport of goods that help support the American economy.

2005 Report Card for America's Infrastructure

Aviation	D+
Bridges	C
Dams	D
Drinking Water	D-
Energy	D
Hazardous Waste	D
Navigable Waterways	D
Public Parks & Recreation	C-
Rail	C-
Roads	D
Schools	D
Security	I
Solid Waste	C+
Transit	D+
Wastewater	D-

America's Infrastructure GPA = **D**

Total Investment Needs = \$1.6 Trillion (estimated 5-year need)

Source: Report Card for America's Infrastructure 2005, American Society of Civil Engineers

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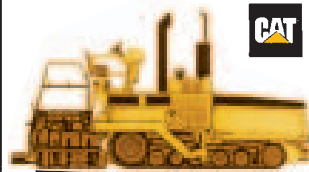
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We believe the best way to make a business relationship last, is to put our customers first. This reputation for service has established CITGO® as a leader in the world of asphalt. Our sales managers provide you with professional account management. We offer the finest research and development, products and technical assistance in the industry, along with unsurpassed dependability. Our asphalt is formulated using a superior base – Venezuelan crude. The world's finest for asphalt. And, since asphalt is CITGO Asphalt's main petroleum-based product – not a by-product – you're assured of a consistent, uninterrupted supply. For incredible customer service, dependability and asphalt that delivers great performance, go with the leader – CITGO Asphalt. Call Tom Texier at **314-845-0862** to see what we can do for your business. Give CITGO Asphalt a try, and you'll discover – first-hand – why we've established such a strong following.



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