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Winter 2010

Missouri Asphalt Pavement Association



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My PERSPECTIVE



Executive Director
David Yates

Economic Impact of Missouri's Highways

Missouri's transportation system has a tremendous impact on its economic success and future growth. In an era of increasingly free trade within North America and around the globe, businesses are under tremendous pressure to increase their efficiency. A key component of business efficiency is the level and ease of access to customers, markets, materials and economic impact of Missouri's highways workers. Good access is based largely on a good local and regional transportation system.

Quite literally, Missouri's economy is riding on its transportation system. Eighty percent of the \$148 billion worth of commodities delivered annually to and from sites in Missouri are transported on the state's highways. In Missouri, according to the U.S. Department of Transportation, commercial trucking is expected to increase 48 percent by the year 2020. If that is true, and I have no reason to believe it isn't, we are in a crisis in the state of Missouri right now. Just think about adding 48 percent more truck traffic to our present highway system. A new and improved SAFETEA-LU bill will not come close to supplying the revenue needed to address this problem. This is going to take some strong leadership from all sectors of our economy to solve this very serious problem of highway transportation.

MAPA is ready and willing to do its part in solving this problem. The sooner the better.

Quotable QUOTES

"And so, my fellow Americans, ask not what your country can do for you; ask what you can do for your country."

— John F. Kennedy

"Patriotism is supporting your country all the time, and your government when it deserves it."

— Mark Twain

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Transportation Infrastructure Key to Maintaining American Competitiveness

More Than Basic Maintenance and Repair

- To meet the demands associated with a growing population, increased trade and more freight moving on our roads and railways, our existing transportation infrastructure needs a significant boost in investment from all levels of government.
- The demands of today's transportation system are far-outpacing current investments. The amount of car traffic has nearly doubled since 1982 while highway capacity has increased only 6.6%.
- Growing congestion increases energy consumption as well as logistics and inventory costs, threatening the bottom line for small and large manufacturers alike, putting jobs at risk.
- Manufacturers' inability to efficiently transport goods significantly hinders their competitive potential.
- In fact, the nation loses 4.2 billion working hours per year due to traffic tie-ups resulting in losses in productivity at work and meaningful time at home for American workers.
- In addition to the poor condition of our roads and highways, congestion alone costs American consumers \$78 billion per year in wasted time and fuel.
- The NAM estimates that the federal government, states, localities and the private sector need to invest nearly \$1.4 trillion over the next five years to meet our nation's infrastructure needs.

Source: National Association of Manufacturers, Manufacts

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MoDOT Recaps 2009 Transportation Highlights

Drop in Highway Deaths Tops List

Making lists is popular this time of year, whether it's a holiday shopping list, a year-in-review list or a list of the things you're pledging to do or not do in the new year. Topping the Missouri Department of Transportation's list of 2009 accomplishments is a drop in highway fatalities for the fourth year in a row. Traffic deaths fell from 992 in 2007 to 960 in 2008 (the latest year for which firm figures are available). Between 2005 and 2008 traffic deaths decreased 24 percent, and preliminary figures for 2009 show the trend is continuing. Fatalities are down 10 percent when compared to 2008. Here are the rest of MoDOT's top 10 accomplishments for 2009:

2. I-64 reopens early, under budget - Missourians had fun on the freeway on Dec. 6, the day before the second stretch of the new I-64 in St. Louis opened to traffic almost a month ahead of schedule and \$11 million under budget. The opening culminated the largest project in MoDOT history, which involved rebuilding 10 miles of interstate highway in the heart of St. Louis.

3. Missouri claims first-in-the-nation recovery act project - Within minutes of President Barack Obama signing the American Recovery and Reinvestment Act, MoDOT became the first state in the nation to put people to work on an economic stimulus project. U.S. Transportation Secretary Ray LaHood commented: "Missouri has done a terrific job of using recovery funds to invest in good transportation projects across its cities, suburbs and rural communities. These efforts are really making a difference to the folks who live and work in Missouri."

4. 86 percent of major highways now in good condition - The percentage of major highways in good condition rose to 86 percent in 2009, a hefty 39 percent jump from 2004 when only 47 percent of major roads were in good condition.

5. More than 100 bridges fixed - In the past year, MoDOT repaired or replaced 121 of the state's worst bridges under its Safe & Sound Bridge Improvement Program. Since the program began in September 2008, the department has fixed a bad bridge every 1.8 days.



“Ten Commandments” of Building a Road

1. Get the water away from the road.
2. Build a firm foundation.
3. Use the best materials.
4. Compact all layers properly.
5. Design for traffic loads and volumes.
6. Design for maintenance.
7. Pave only when ready.
8. Build from the bottom up.
9. Protect your investment.
10. keep good records.

2009 Transportation Highlights Continued

6. 89 percent of Missourians trust MoDOT to keep its commitments - “Our progress in improving roads and bridges, creating jobs, making our highways safer and impacting economic growth is reflected in the fact that 89 percent of Missourians trust us to keep our commitments, and 85 percent are satisfied with the job we’re doing,” MoDOT Director Pete Rahn said.
7. Radical cost control saves taxpayers millions – In the past fiscal year, MoDOT completed 461 projects under budget to the tune of \$135 million.
8. Diverging diamond interchange is first in western hemisphere – In June, MoDOT delivered the first diverging diamond interchange in the western hemisphere at the intersection of Route 13 and Interstate 44 in Springfield, Mo. Popular Science magazine named the interchange one of its 100 best innovations of the year.
9. Mississippi River Bridge moves closer to construction - Bids for a new Mississippi River Bridge in St. Louis were opened Dec. 8. The \$640 million, four-lane bridge will relocate Interstate 70 one mile north of the Martin Luther King Bridge and remove about 40,000 vehicles daily from existing downtown bridges.
10. Amtrak increases reliability - More than 90 percent of the Missouri River Runner trains that run between Kansas City and St. Louis arrived on time or ahead of schedule this past year. A contributing factor is a recently finished siding project located just west of California, Mo. that allows slower freight trains to move off the main track so faster passenger trains can pass through.

Source: Missouri Department of Transportation (Press Release)

Operation Orange *Support Work Zone Safety*

In a few months, we’ll kick off another busy highway construction season. With that comes the need to remind motorists to drive safely in highway work zones. One of the ways we strive to draw attention to work zone safety is through Operation Orange.



For more information visit: www.modot.org/operationorange

CONFERENCE HIGHLIGHTS

The Missouri Asphalt Pavement Association wishes to thank everyone who attended the 2010 annual conference in Columbia January 11-13. It was a great success and everyone seemed to have a good time as well. A special THANK YOU goes to the following sponsors and exhibitors whose participation makes it all possible. Mark your calendars now for the 2011 conference to be held in Columbia January 10-12 at the Holiday Inn Select.

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Corrective Asphalt Materials, LLC South • Roxana, IL
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Fabick CAT/Dean Machinery • Fenton/Kansas City, MO
Fred Weber, Inc. • Maryland Heights, MO
Getz Recycling Equipment • Urbana, MO
Heatec, Inc. • Chattanooga, TN
Maxam Equipment Inc. • Kansas City, MO
Meadwestvaco Asphalt Innovations • N. Charleston, SC
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RS Used Oil Services, Inc. • Monee, IL
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Steve Jackson of N.B. West tells group about warm mix asphalt using additives.



Pat Palmer (left) of Missouri Petroleum moderates new track for non producers and commercial contractors.



2010 MAPA president Jeff Bross of Chester Bross Construction shoots for hole-in-one at 10-33 Fundraiser.



MoDOT Chief Engineer shoots for hole-in-one at 10-33 Fundraiser.



Panel answering questions at non producer and commercial contractors track at asphalt conference.



Once again, Joe Thrasher of Volkert Engineering opens conference with a patriotic song. Thanks Joe!



A great time had by all in attendance at dinner and equipment exhibit.



President Brady Meldrem of Norris Asphalt receives plaque for exceptional leadership and outstanding service.



Once again Benny Walker of Fabick Cat does a great job at annual auction. Greatest auctioneer in Missouri.

Black & Green

The engineers, scientists, contractors and managers who guide the development of asphalt pavement have made it one of the most environmentally advanced building materials in the world by constantly improving its cost effectiveness and safety.

By extending pavement life — by improving materials, designs, or best practices — these professionals reduce the cost to the environment and to the taxpayer. By improving the desirability of reclaimed asphalt in new mixes, they have reduced the cost of the mix and the demand for virgin asphalt cement and virgin aggregates.

Going forward, the industry and its partners will pursue the same mandate. It is not enough that the asphalt industry is capable of cutting greenhouse gas emissions or reducing energy usage or enhancing the quality of storm water runoff. Solutions must also make sense economically for the agencies and companies that buy them.

Going forward, there will be more research, not less. As we conceive and prove new warm-mix technologies, more pavement managers will use warm mix in more applications. As we document the long life and long-term cost effectiveness of Perpetual Pavement, more engineers will adopt this design system for high-load, high-volume roads. As we test and verify new mix dynamics for porous asphalt, road managers will find more ways to use it.

That is how we will make warm-mix asphalt the primary pavement material — and reduce energy consumption and greenhouse gas emissions in the process. That is how we will double the reuse/recycling of asphalt pavements — and reduce energy consumption, emissions, and the use of

virgin natural resources. That is how we will make Perpetual Pavements the standard design method for roadways - and completely redefine the life-cycle expectations and economics of highways in America. And that is how we will make porous pavements accepted as a best management practice for reducing stormwater runoff and improving water quality.

In responding to these challenges, the asphalt pavement industry and its partners will continue to improve the environmental performance of asphalt, already one of the most sustainable pavement materials on earth.

Source: National Asphalt Pavement Association, Black and Green (Special Report, September 2009)



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Rough Roads Ahead

Saving America's Highways

America's \$1.7 trillion public highway system is in jeopardy. Years of wear and tear, unrelenting traffic, an explosion of heavy trucks, deferred maintenance, harsh weather conditions, and soaring construction costs have taken their toll on America's roads.

While the American Reinvestment and Recovery Act of 2009 will provide \$27 billion for highway projects, that money will barely make a dent in highway maintenance, preservation, and reconstruction needs. The recent AASHTO Bottom Line report documented the need for all levels of government to invest \$166 billion each year in highways and bridges. More than half of that amount would be needed for system preservation.

Saving America's highways demands more than short-term stimulus funds and quick fixes based on available funding. It will require a greater and smarter investment of transportation dollars to ensure a new and better transportation program.

Rough Roads Lead to Higher Costs

Only half of the nation's major roads are in good condition, based on an analysis of recent Federal Highway Administration data. The situation is worse in high traffic, urban areas where one in four roads is in poor condition. In some major urban centers, more than 60 percent of roads are in poor condition.

The American public pays for poor road conditions twice — first through additional vehicle operating costs and then in higher repair and reconstruction costs. For the average driver, rough roads add \$335 annually to typical vehicle operating costs. In some urban areas with high concentrations of rough roads, extra vehicle operating costs can be as high as \$746 annually.

Sustaining deteriorating roads costs significantly more over time than regularly maintaining a road in good condition. Costs per lane mile for reconstruction after 25 years can be more than three times the cost of preservation treatments over the same 25-year period.

A Snapshot of Rough Roads

- Only half of the nation's major roads are in good condition.
- One in four urban roads is in poor condition.
- Major urban centers have the roughest roads — some with more than 60 percent of roads in poor condition.
- Rural roads are in better condition than urban roads. In 2007, 60 percent of rural roads were in good condition.
- Overall, 72 percent of the Interstate Highway System is in good condition. But age, weather conditions and burgeoning traffic - particularly multi-axle trucks - are eroding ride quality. In eight states, 20 percent of the Interstate highways were rated as mediocre or poor.

Source: AASHTO TRIP Rough Roads



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