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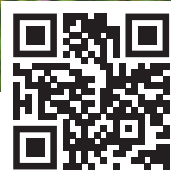


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SPRING 2025



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ADVANCING OUR INDUSTRY TOGETHER

Eric Suarez
Vulcan Materials Company
President—TXAPA



As I step into the role of President of the Texas Asphalt Pavement Association (TXAPA) in 2025, I am both humbled and honored by the trust you have placed in me. I extend my heartfelt gratitude to the Board of Directors for this opportunity and to our outgoing President, Glen Dvorak, for his outstanding leadership over the past year. Glen's dedication has set a strong foundation for the

road ahead. I'd also like to thank our departing Board members—Kal Kincaid, Alex Flores, Robbie Roberts, and Associate Member Matt Wheatley—for their remarkable contributions.

I am excited to collaborate with our new Board members: President-elect Cliff Kay, Ricky Lemons, Luiza Barros, Jose Mata, and Associate Member Guy Bobbora. Together with the returning members and Past President Glen Dvorak, I am confident we can achieve great things in 2025. Collaboration has always been a cornerstone of TXAPA's success, which I experienced firsthand when I first chaired the New Technology and Quality Paving Committee. A decade ago, Gary Corley reminded me, "Don't worry—many experienced and knowledgeable members in this association are more than willing to help. All you have to do is ask." That advice has stayed with me, and I'll continue asking for your support as we tackle the challenges and opportunities ahead.

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A ROADMAP FOR 2025

This year, the Board and I are focused on five key priorities that will help us grow and strengthen our industry:

1. REGIONALIZATION

Regionalization remains a critical initiative for TXAPA, ensuring we're positioned to expand the Hot Mix Asphalt market, promote our members, and strengthen relationships with TxDOT, consulting firms, and local governments. A significant milestone in this effort is the development of a Hot Mix Asphalt Center in the Dallas-Fort Worth metroplex.

This facility will serve as a hub for Professional Improvement Quality (PIQ) programs, training sessions, workforce development, and our new Asphalt Pavement Performance Improvement Program (APPIP). By enhancing regional representation, we'll continue to support the sustainability and success of our industry.

2. WORKFORCE DEVELOPMENT

A skilled workforce is essential to the future of our industry, and TXAPA remains committed to several impactful initiatives. Through the TXAPA Scholarship Program, the

We Build Texas Roads initiative, the Highway Construction Workforce Partnership, and the HMAC Scholarship Program, we provide opportunities for students, high school graduates, and industry professionals to grow and thrive. Special thanks to JB Closner and the Scholarship Committee for their dedication to supporting the next generation of industry leaders.

3. APPIP

The Asphalt Pavement Performance Improvement Program is a collaborative effort between TXAPA and TxDOT to create a dedicated educational initiative that enhances our collective knowledge and skills. Covering topics like mixture design, construction, safety, and communication, APPIP aims to ensure consistent, high-quality Hot Mix Asphalt pavements across the state. This program represents a long-term investment in our industry's success.

4. DUES STRUCTURE AWARENESS

To sustain our momentum and fund critical initiatives, the Board will review TXAPA's dues structure. The last increase was in 2014; inflation and industry consolidation have impacted our revenue. By planning for the next decade, we aim to avoid frequent increases while funding initiatives like regional directors, the Hot Mix Asphalt Center, and expanded member services.

5. COMMITTEE PARTICIPATION

TXAPA's committees are a vital part of our association, driving advancements in technology, quality standards, and collaboration with key stakeholders. However, their success depends on member involvement. I encourage all members to join a committee and bring forward colleagues from your organizations. Your participation ensures TXAPA's continued leadership and innovation.

LOOKING AHEAD

For over 70 years, TXAPA has been one of the nation's most respected associations, thanks to its members' dedication and vision. Together, we have built a legacy of excellence and will pave the way for an even brighter future. I am truly grateful for your ongoing support and look forward to working with all of you in the year ahead.

Thank you for allowing me the honor of serving as your 2025 President. Let's make this year one of collaboration, growth, and success! 🌟

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Harold C. Mullen
Chief Executive Officer
Texas Asphalt Pavement Association

In my formative years, I was often told that if you pay attention, you will learn more, and if you really listen, you will learn more than most. What a concept—paying attention and actually listening to what people are saying. In today's nonstop, fast-paced lifestyle, our overworked attention spans are stretching our limits of learning and learning more than most. And yet, I feel like I must be paying attention now more than ever because it seems I am learning more now than ever.

As everybody knows, I am not an engineer or a pavement designer, nor do I claim to have the attributes it takes to grasp all the complicated concepts those experts manage. Fortunately, we have great partners in this industry who share their challenges and seek to collaborate on mutual solutions. Many of those partners are engineers and pavement designers seeking solutions to improve asphalt pavement quality. Through that process I continue to learn more and more about the importance of proper pavement design and how it relates to quality on the roadway.

We know the design phase is crucial when constructing a quality asphalt roadway. A well-designed roadway doesn't just support vehicular traffic—it ensures safety, durability, and cost-effectiveness for decades. To achieve this, engineers and pavement designers must be knowledgeable about asphalt mixes, appropriate materials, current specifications, and constructability techniques. They must also rely on updated pavement design tools incorporating new technologies and design concepts. Let's explore why these elements—and the education surrounding them—are critical to creating successful, long-lasting asphalt pavements.

ASPHALT MIXES: THE FOUNDATION OF DURABILITY

The right asphalt mix is fundamental to the quality and longevity of a roadway. Asphalt is made of a combination of aggregates, liquid asphalt (the binding agent), air, and sometimes additives. The composition of these materials affects the strength, flexibility, and resistance of the pavement to wear and tear, traffic loads, and environmental conditions.

Choosing the correct mix depends on several factors, including climate, traffic volume, and regional conditions. For example, regions with extreme weather, such as high heat or freezing temperatures, require mixes with specific performance characteristics like flexibility in cold weather and resistance to rutting in hot conditions. Engineers need to assess these variables to choose the right mix; failure to do so could result in premature cracking, potholes, and other structural issues that demand unnecessary repairs.

ENSURING STRUCTURAL INTEGRITY

The materials used in asphalt pavement construction also play a crucial role in performance. Aggregates, such as crushed stone, sand, and gravel, form the skeleton of the pavement, while liquid asphalt binds them together and provides water resistance. Choosing the right aggregates that meet the necessary strength, shape, and size criteria ensures that the pavement will be resilient to the stresses it faces over time.

The use of recycled materials, primarily reclaimed asphalt pavement (RAP), is also an important component that will help mixes achieve the necessary design criteria while delivering a sustainable element to the roadway. Through educational sharing we are seeing engineers learn how to balance the mix of virgin and recycled materials to achieve the desired performance without sacrificing long-term durability. As more attention is being given to cost effectiveness and sustainability engineers are seeking more knowledge on asphalt mixes that will meet the traveling public's needs.

CRAFTING A LASTING ROADWAY

Even with the best asphalt mix and materials, improper construction practices can undermine the entire project. Construction practices that prioritize speed or cost savings over precision can result in a range of issues—insufficient compaction, questionable joints, and inadequate drainage, all of which contribute to pavement failure. The use of advanced machinery, attention to detail in temperature control, and proper layering techniques are vital to ensure the strength and durability of the finished roadway.

Proper construction also extends to site preparation, including the use of appropriate subgrade and base materials. A solid foundation is essential for distributing traffic loads and preventing issues like settling and cracking. Even slight oversights in this area can have long-lasting consequences for the pavement's performance.

THE ROLE OF EDUCATION AND TRAINING FOR ENGINEERS

The need for skilled, knowledgeable engineers is at the core of all these considerations. The complexities of asphalt pavement design require a deep understanding of materials science, structural engineering,

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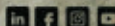
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As we move into 2025, the Texas Asphalt Pavement Association (TXAPA) is taking our Managing Asphalt Pavements (MAPS) conference on the road! This year, instead of our usual multi-day event, we're bringing a more focused, regional format to better serve city and county decision-makers across the state.

We're excited to announce two one-day MAPS seminars: May 7 in the Houston Area at the Rosenberg Civic Center and May 22 in North Texas at the Plano Civic Center. Be sure to save the dates.

These events will deliver the same high-quality content as past MAPS conferences, covering key topics such as asphalt design, construction, and maintenance. Our goal is to ensure city and county officials have the knowledge and resources needed to make informed paving decisions.

TXAPA members play a critical role in making these seminars a success. Whether by attending, securing an exhibit booth, or simply spreading the word to local agencies, your participation is vital. Registration and the full schedule will be available online soon so stay tuned!

Beyond MAPS, 2025 is shaping up to be an exciting year for TXAPA associate members. We have a strong and engaged committee, and even if you're not part of it, there are plenty of ways to get involved. One great opportunity is volunteering for the 50th Annual TXAPA Meeting Golf Tournament in September, a milestone event that promises to be one of our biggest yet!

We appreciate your continued support and look forward to seeing you at our regional MAPS seminars and throughout the year. Let's make 2025 a great one for asphalt in Texas! 🌟

TXAPA MEMBERS PLAY A CRITICAL ROLE IN MAKING THESE SEMINARS A SUCCESS. WHETHER BY ATTENDING, SECURING AN EXHIBIT BOOTH, OR SIMPLY SPREADING THE WORD TO LOCAL AGENCIES, YOUR PARTICIPATION IS VITAL.





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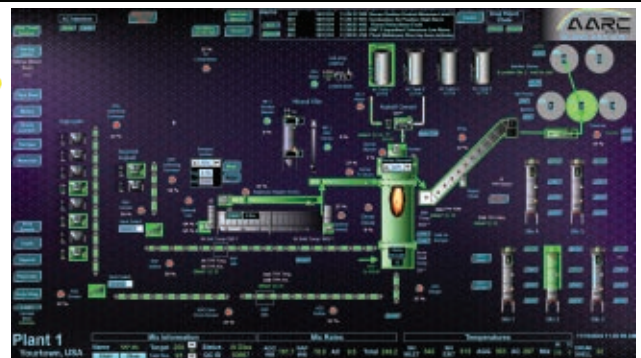


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THERE'S MORE THAN ONE WAY TO TEST AN ASPHALT BINDER



Andy Cascione, PhD, PE
Valero Marketing and Supply Co.
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In the 1980s, Reese's launched an advertising campaign showcasing the many ways people enjoy a Reese's Peanut Butter Cup. TV commercials featured individuals demonstrating their unique methods: some nibbled around the edges first, others ate the middle to create a donut shape, and some bisected the cup horizontally, leaving two open-faced peanut butter and chocolate sandwiches. The campaign's tagline was, "There's no wrong way to eat a Reese's."

While the campaign might have sparked your imagination about all the possible ways to eat a Reese's, ultimately, there are only so many ways to savor it. Similarly, walking into an asphalt binder testing lab, you might find yourself thinking, "That's a lot of equipment! How many ways can an asphalt binder actually be tested?" Well, let me take you through the myriad methods used in asphalt binder testing.

For starters, you can poke an asphalt binder. We do this with the needle penetration test by measuring the distance a needle vertically penetrates a sample. It provides a simple way to assess its consistency at average pavement temperatures. You can also pull an asphalt binder. The ductility test stretches a dog-bone shaped molded sample to measure the distance it will elongate before breaking as a gauge for its flexibility.

You can also melt an asphalt binder. In the ring and ball test, a sample is placed in water with a steel ball on top. The temperature at which the asphalt can no longer support the weight of the ball steel ball and begins to flow is defined as its softening point. And of course, you can even pour an asphalt binder. That's done during viscosity testing to describe its fluidity or resistance to flow. Absolute, Kinematic, and Saybolt viscosity all involve pouring a heated sample of asphalt binder in a glass tube or container.

If that wasn't enough, you can ignite an asphalt binder. Flash testing heats an asphalt binder in the presence of a flame to determine the temperature of its flash point. You can even take it a step further and combust it in the ash test. That enables the measurement of any impurities in the sample.

While all those tests serve an important purpose in characterizing an asphalt binder, they are more empirical—meaning they provide practical insights but are not directly related to pavement performance without correlations to field observations. Although those tests are used today in some specifications, Performance Graded (PG) specifications take testing a step further by measuring physical properties that can be directly related to field performance through engineering principles.

PG specifications include the use of the Dynamic Shear Rheometer (DSR) where you actually twist an asphalt binder. Metal plates sandwich a quarter size sample and twist or oscillate back and forth. This allows a controller in the instrument to measure fundamental properties like shear modulus (G^*) and phase angle (δ). The shear modulus is considered the total resistance of a binder to deformation when repeatedly sheared, while the phase angle measures its elastic response. The higher the shear modulus and the lower the phase angle (greater elasticity) at the high temperature performance grade, the greater the rutting resistance of a pavement.

And if that wasn't enough, as part of the PG specifications you also bend an asphalt binder. As the name suggests, the Bending Beam Rheometer (BBR) bends an asphalt binder at cold temperatures by placing a load in the middle of a sample that was cast into the shape of a beam. The deflection of the beam is measured to calculate its stiffness and rate of stiffness change over time (m-value) at its low temperature performance grade. This allows engineers to determine the asphalt binder's resistance to thermal cracking in an asphalt pavement.

Last but not least, you can break an asphalt binder. PG specifications also include the Direct Tension test. This test places a dog-bone shaped sample in a cold temperature bath. The sample is stretched until it fractures, which allows for the calculation of its failure strain temperature. While good in theory, the Direct Tension has high variability and is no longer widely used. Today the BBR remains the primary method for measuring the low temperature properties of an asphalt binder.

After poking, pulling, melting, pouring, burning, twisting, bending, and breaking an asphalt binder, there's not too many other things you can do to it. With all the equipment in an asphalt lab, there's certainly a multitude of ways an asphalt binder gets tested prior to being certified for a paving project. So, the next time you step in an asphalt binder lab or look at a testing report, pull out a Reese's and remember how much work our industry does to ensure we have the best quality materials to make the best quality roads. ☺

WALKING INTO AN ASPHALT BINDER TESTING LAB, YOU MIGHT FIND YOURSELF THINKING, "THAT'S A LOT OF EQUIPMENT! HOW MANY WAYS CAN AN ASPHALT BINDER ACTUALLY BE TESTED?" WELL, LET ME TAKE YOU THROUGH THE MYRIAD METHODS USED IN ASPHALT BINDER TESTING.



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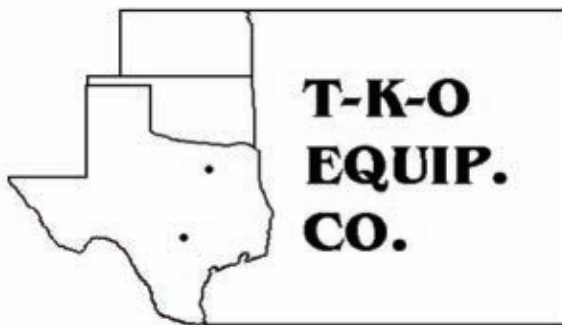
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ASPHALT ROAD-EO 2025: ENGINEERING EXCELLENCE IN ACTION

The Asphalt Road-EO is an annual team-based competition that introduces undergraduate students to asphalt materials through an open-ended design challenge. Teams are provided with identical materials to design an asphalt mixture and prepare a 20-inch by 20-inch slab. These slabs are evaluated on competition day for friction (safety), rutting and cracking resistance (durability), and the innovative use of materials (cost and sustainability). Additionally, each team presents its design rationale to a panel of judges from the asphalt industry and TxDOT.

This competition offers students a practical, hands-on opportunity to delve into the asphalt pavement industry, a critical component of our transportation infrastructure and



2024 Asphalt Road-EO Champions University of Texas at Austin

national economy. By participating, students gain valuable experience in material design and performance evaluation, fostering interest and expertise in this vital field.

TXAPA is excited to welcome our 2025 competitors to our campus in Buda, TX, April 4-5, 2025. This year, we will host 12 teams from seven universities: Louisiana Tech University, Texas A&M University, Texas State University, University of Arkansas, University of Oklahoma, University of Texas at El Paso, and University of Texas at San Antonio.

TXAPA would like to thank materials donors Heidelberg Materials (aggregate), Texas Materials (recycled asphalt pavement or RAP), and Valero Marketing and Supply Company (asphalt binder). Donors provide identical materials to each team at their own expense. Without their efforts, Asphalt Road-EO would not be possible!

TXAPA ASPHALT PLANT OPS WORKSHOP DELIVERS REAL-WORLD EXPERIENCE, PRACTICAL MANAGEMENT SOLUTIONS

TXAPA held its first Asphalt Plant Operations Workshop on February 12-13 at the TXAPA Campus in Buda, Texas. The event attracted more than 50 industry professionals eager to deepen their knowledge and refine their asphalt production and plant management skills.

TJ Young of T2ASCO, LLC led the two-day program, delivering comprehensive sessions on best practices, maintenance strategies, and the essential skill sets required for various plant positions. Participants learned the value of proactive maintenance through detailed checklists for Best Management Practices and Maintenance Procedures, ensuring that plant operations remain safe, efficient, and productive. The workshop also covered aggregate stockpiling techniques, troubleshooting mix issues, and the critical importance of regular plant calibrations to maintain consistency and quality in production.

A highlight of the workshop was a BBQ dinner, which provided a relaxed setting for

attendees to engage in additional discussions. This open dialogue encouraged sharing real-world solutions to common challenges faced in asphalt plant operations.

The program concluded with a presentation by Matt Bellows of Westward Environmental Services, who provided an excellent overview of environmental compliance, regulatory requirements, and good housekeeping practices. Bellows emphasized the importance of sustainable

operations and shared strategies to minimize environmental impact while maintaining high production standards.

Encouraged by the positive feedback and participant enthusiasm, TXAPA is already planning additional plant operations training opportunities, with more details to come. This workshop marked a strong start in TXAPA's ongoing commitment to supporting the industry through education, best practices, and professional development. 🌟



MUNICIPAL ASPHALT PAVEMENT SOLUTIONS: A NEW ERA FOR THE MAPS CONFERENCE

Since 2019, TXAPA has worked tirelessly to build the Managing Asphalt Pavements (MAPS) conference into a cornerstone event for Texas municipal officials and industry professionals looking to improve their asphalt management strategies. What began as an equipment showcase at the Texas Asphalt Pavement Association (TXAPA) headquarters in Buda evolved into a large-scale trade show and educational conference, attracting hundreds of attendees and showcasing more than 42 exhibit booths at its peak.

In 2025, TXAPA is taking MAPS in a new direction, transforming the conference into a regional event series to better serve Texas cities and counties. With two conferences

scheduled—one in Houston on May 7 at the Rosenberg Civic Center and another in Plano on May 21 at the Plano Event Center—the event is designed to bring high-value education directly to municipal decision-makers in a way that is more accessible, cost-effective, and time-efficient.

A CONFERENCE WITH A MISSION

MAPS was initially developed by TXAPA's Associate Member and Education & Training Committees, drawing inspiration from the association's long-standing collaboration with TxDOT. While TxDOT projects represent more infrastructure spending, most Texas roads are managed by cities and counties—many of which face challenges in budgeting, pavement

design, and long-term maintenance. The need for education and relationship-building in this space was clear.

The first official MAPS conference took place in 2019 in Grapevine, drawing an impressive 400 attendees. The event continued to evolve, with the 2020 edition in San Marcos refining its content to focus more on engineers and public works decision-makers. After a one-year pause due to COVID-19, the conference returned stronger than ever, moving to the Waco Convention Center and later expanding to the Extraco Events Center, incorporating a full-scale trade show with equipment exhibits.

After three years in Waco, attendee demographics highlighted a key challenge: MAPS was not growing. Recognizing the need for

greater accessibility, TXAPA decided to pivot to a regional model, bringing education and resources directly to municipal officials across the state.

NEW FORMAT, SAME HIGH-VALUE EDUCATION

The regional MAPS events will offer a more streamlined, focused experience. Instead of spanning multiple days, each event will run from 8:30 a.m. to 3:30 p.m., allowing attendees to drive in for the day without requiring overnight stays.

The conference agenda is designed to provide city and county officials with the essential knowledge they need to make informed asphalt management decisions, including:

- **Asphalt Pavement Terms, Definitions, and Applications**—A foundational session covering key terminology and use cases.
- **Bid Package and Project Planning**—Helping municipalities structure their bid packages for clarity and success.
- **Asphalt Pavement Design**—This session addresses best practices for designing long-lasting pavements and introduces **PAVExpress**, an engineering tool provided by the National Asphalt Association to simplify pavement design.
- **Mix Type Selection**—Ensuring attendees understand how to select the right asphalt mix for their climate, geography, and traffic needs.
- **Panel Discussion with Regional Cities & Counties**—A session featuring municipal leaders sharing real-world insights and challenges.

This speaker lineup brings technical expertise and real-world experience to the discussions. Expert speakers include Stacy Rowh, P.E., President of HP2 Engineering & Testing; Chuck Fuller, a paving contractor with over 40 years of experience and TXAPA's resident paving expert; and Danny Gierhart Gierhart P.E., Deputy Director of Engineering at the Asphalt Institute.

While the regional format will feature fewer exhibitors and equipment displays than in past years, TXAPA remains committed to providing a hands-on experience where attendees can explore key products and technologies for municipal pavement management.

WHY REGIONAL? A STRATEGIC SHIFT FOR GREATER REACH

Beyond accessibility, the regional format is a pilot for potential future expansion. TXAPA

has a long history of bringing education to the field through its Partners in Quality (PIQ) meetings, held annually across all 25 TxDOT districts. If this regional approach to MAPS proves successful, TXAPA may expand the number of events, further increasing the

reach and impact of its municipal education programs.

"Cities and counties are always budget-conscious," notes Guy Bobbora (Ingevity), TXAPA Associate Member Advisory Committee Chair. "By offering regional meetings, we're reducing

ESSENTIAL RESOURCES FOR TEXAS MUNICIPALITIES

TXAPA doesn't just provide educational opportunities like MAPS—it equips municipalities with the practical tools and resources they need to make informed decisions about asphalt pavement design, construction, and maintenance. At the core of this effort is a three-part package designed to help cities and counties streamline their asphalt projects, ensure long-term performance, and optimize taxpayer investment.

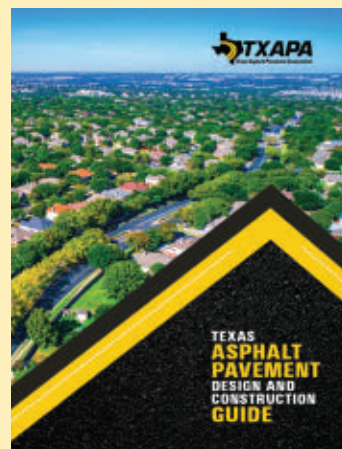
Texas Asphalt Pavement Resource Guide

Originally developed as the Texas Asphalt Pavement User Guide, this comprehensive manual was created through collaboration between TXAPA, TxDOT, and researchers from the Texas A&M Transportation Institute (TTI). Over time, the guide evolved to reflect updated TxDOT specifications, new industry best practices, and a more user-friendly format that makes it easier for municipalities to apply.

Texas Asphalt Pavement Design and Construction Guide

Recognizing that city and county officials wear many hats—not all of which involve asphalt—TXAPA developed a streamlined version of the original user guide, the Texas Asphalt Pavement Design and Construction Guide. This updated guide is designed to be practical and approachable, covering key topics such as:

- Why choose asphalt? The cost, performance, and sustainability benefits.
- Where and how to use it. Common municipal applications.
- Design considerations. Understanding pavement thickness, subgrade preparation, and performance expectations.
- Mix type selection. Choosing the right asphalt mix for the job.
- Crafting a clear bid package. Properly specifying projects so that contractors deliver the best possible results.



This resource makes the decision to pave with asphalt as straightforward as possible, empowering city and county officials to manage their road networks confidently.

Municipal Specification 341M

A game-changer for municipal projects, Spec 341M is a modified version of TxDOT's Spec 341, tailored specifically to cities' and counties' needs. Developed in partnership with TXAPA's Professional Engineering Services Committee, this municipal-friendly specification offers:

- Flexibility for Texas' diverse climate and geography.
- Standardized testing and training. Cities and counties can improve workforce consistency and contractor understanding by using a uniform spec.
- A structured framework for project success. Spec 341M helps municipalities clearly communicate expectations in bid packages, reducing confusion and improving pavement quality.

Together, these three resources form a powerful toolkit for municipal officials—giving them the knowledge, specifications, and practical guidance they need to manage their pavement infrastructure effectively.

the burden of travel and allowing more people to attend. Some municipal officials might not have been able to make it to Waco, but now they'll have an opportunity to access the same high-quality education in their region."

A NEW NAME TO REFLECT A CLEARER PURPOSE

Alongside its structural evolution, the conference has also undergone a name change. What was once *Managing Asphalt Pavements* is now Municipal Asphalt Pavement Solutions (MAPS), a shift that more directly conveys who the event is for and what it offers.

"The new name makes it immediately clear that this is a conference designed for municipal officials and focused on solutions," says TXAPA President Eric Suarez (Vulcan Materials Company). "We want attendees to walk away with knowledge they can apply immediately—not just theoretical concepts, but practical, actionable strategies."

SUCCESS STORIES:

THE REAL-WORLD IMPACT OF MAPS

Over the years, MAPS has helped numerous Texas cities and counties improve pavement management strategies, leading to

better infrastructure and more innovative use of taxpayer dollars.

- **Fort Cavazos:** Barry Bozio (Engineering Division, USAG Fort Cavazos) has been a dedicated MAPS attendee, bringing nearly his entire staff to the event annually. His goal? To earn an asphalt pavement award for Fort Cavazos before his imminent retirement. His efforts in mentoring young engineers, including Nathaly Gonzalez, Civil Engineer - Horizontal Branch, design team], have also been highlighted in the latest issue of Texas Asphalt Magazine (see page 24).
- **City of Kerrville:** Brandon Kelly and his team worked closely with TXAPA to refine their paving approach, ultimately winning an asphalt pavement award for their city.
- **Comal County:** John Doege's public works department is widely regarded as a model for municipal pavement management. He leverages TXAPA resources to implement best practices and improve project outcomes.

LOOKING AHEAD:

THE FUTURE OF MAPS

While MAPS is currently focused on regional expansion, the long-term vision is

to reintroduce the large-scale format, like its peak at the Extraco Events Center, which spanned 52,000 square feet of exhibitor and equipment space.

However, for now, the priority remains accessibility, efficiency, and impact. By bringing education directly to municipal officials, TXAPA ensures that every Texas city and county has the knowledge and resources to build better, longer-lasting roads.

JOIN US AT MAPS 2025

Municipal officials, engineers, and public works professionals are encouraged to attend one of the two regional MAPS events to gain valuable industry insights, explore practical asphalt pavement solutions, and earn CE credits and PDHs that contribute to their professional growth.

- **Houston Regional MAPS Meeting—**
May 7, **Rosenberg Civic Center** (Doors open at 7:30 AM)
 - **Plano Regional MAPS Meeting—**May 21,
Plano Event Center
(Doors open at 7:30 AM)
- For more information or to register, visit texasasphalt.org/maps. 📍



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TXAPA's 2025 Board of Directors, from Left to Right: Guy Bobbora, Ingevity, Associate Member Chair and Ex-Officio Board Member; Luiza Barros, Texas Materials, Central Texas Area; Cliff Kay, A.L. Helmcamp, TXAPA President-Elect 2026; Eddie Updike, Longview Asphalt; Andy Cascione, Valero Marketing and Supply Co., Major Associate Member Chair; Eric Suarez, Vulcan Materials Company, TXAPA President 2025; Mike Brown, Texas Materials, Central Texas Area, NAPA State Director and Ex-Officio Board Member; Ricky Lemons, Jagoe-Public Company; Jose Mata, CSA Materials, Inc.; Harry Bush, Vulcan Materials Company; Glen Dvorak, TXAPA Past President 2024; and Harold Mullen, CEO, TXAPA. Not pictured: Kevin Stone, Bay Ltd.

TXAPA MEMBERS GATHERED FOR THE 2025 MEMBERSHIP MEETING AND RAISED MORE THAN \$45K FOR SCHOLARSHIPS

January in Texas is always unpredictable, but for the second year, TXAPA members found themselves battling freezing temperatures at the annual Membership Meeting. What was supposed to be another successful Winter Classic Golf Tournament at Horseshoe Bay quickly turned into a test of adaptability as temperatures plummeted and snow began to fall. With conditions too extreme to play, organizers had no choice but to cancel, potentially putting a damper on the event's fundraising efforts.

But if there's one thing TXAPA members know how to do, it's turning challenges into opportunities. Instead of letting the cold put a freeze on the fun, attendees embraced the

unexpected and turned it into a prime networking opportunity. ROMCO, which hosted last year's domino tournament, stepped up once again—this time with a spirited cornhole tournament and a creative twist on mini golf, played using a Volvo all-electric excavator. With good company, friendly competition, and plenty of conversations, the day was just as valuable off the course.

Even with the icy conditions, many of the registered attendees still made it safely to Horseshoe Bay, demonstrating the dedication and resilience of the TXAPA community. More importantly, the commitment to supporting future industry leaders never wavered. Instead of requesting refunds,

members overwhelmingly donated their registration fees and sponsorships, pushing the TXAPA Scholarship Fund total to an impressive \$46,000.

The meeting itself celebrated hard work, leadership, and the strong bonds within the industry. TXAPA recognized the contributions of the outgoing committee and working group chairs, welcomed new board members, and officially inducted 2024 President Eric Suarez of Vulcan Materials Company.

While Mother Nature once again had other plans for the Winter Classic, TXAPA members proved that no amount of cold could freeze their spirit, their generosity, or their ability to have a great time—no matter the circumstances. 🌟

TAKING CHARGE

THE POWER OF PROACTIVE GROWTH

The third annual *Ideas That Lead & Inspire Symposium*, hosted by the Women of Asphalt Texas Branch in conjunction with the TXAPA Open House and Christmas Party, delivered its most impactful event yet. Among the sessions, the panel discussion *Owning Your Professional Development* took center stage, engaging the audience with an honest conversation about

taking ownership of your professional growth, covering everything from confidence to career transitions and mentorship. Moderated by Women of Asphalt Texas Branch Chair Jennifer Long (CSA Materials Inc.), the discussion featured a diverse group of professional women at various stages of their careers: Jordan Sefcik, Director of Maintenance at TxDOT (San Angelo District); Arleene Garcia, Project

Engineer at TxDOT (Pharr District); Jennifer Hungerford, Material/Process Inspector at TxDOT (Beaumont District); and Angie Hogan, Sales at McCourt Equipment, Inc.

Long set the tone for the discussion by acknowledging a common challenge: the discomfort many professionals feel in articulating their strengths and achievements. "It's really easy for us to come out and say, 'She



Women of Asphalt: Vice Chair Angie Hogan, McCourt Equipment, Inc.; Chair Luiza Barros, Texas Materials; Past Chair Jennifer Long, CSA Materials, Inc.; and Panelists Arleene Garcia, TxDOT; Jordan Sefcik, TxDOT; and Jennifer Hungerford, TxDOT; with Emily Adams, TXAPA

Arleene Garcia, Jennifer Hungerford, and Jordan Sefcik



2025 Women of Asphalt Texas Branch Chair Lujza Barros with Texas Materials, and 2024 Chair Jennifer Long, CSA Materials, Inc.



Jennifer Long, Angie Hogan, and Arleene Garcia

"I'm most proud of proving to myself that I could do this. The doubts I had at the start are gone, and now I get to support others in their journeys."

Angie Hogan

is so great,' and list everything we admire about someone else," she noted. "But when it comes to our own accomplishments, we hesitate because we don't want to come off as arrogant." Her goal? To bring out the confidence in the panelists and encourage the audience to embrace their self-worth.

BREAKING BARRIERS AND OVERCOMING SELF-DOUBT

Jennifer Hungerford, who transitioned from a 20-year teaching career into the transportation industry, shared her struggles with

self-confidence. "I was comfortable teaching. It was second nature to me," she explained. But when her son challenged her to step outside of her comfort zone and use her chemistry degree in a new way, she took the leap and applied to TxDOT. "It was scary going from a position where I was an expert to being the new person again," she admitted. "But sometimes people see things in us that we don't see in ourselves."

"Holding my role as a project engineer and making a tangible impact on my community is incredibly rewarding. Even small changes—like fixing a pothole—can make a big difference."

Arleene Garcia

"Growth. A year ago, I cringed when the phone rang, worried about answering a question. Now, I look forward to solving problems and helping others."

Jennifer Hungerford

Similarly, Angie Hogan recounted her fears in transitioning from education to sales. "I had never sold a thing in my life," she said. "It was completely out of my comfort zone, and I was scared. But I stayed open to learning, and over time, I earned the respect of my peers and customers." Today, she loves her role and continually seeks out new opportunities for growth.

ADAPTING AND THRIVING IN A TRADITIONALLY MALE FIELD

For Jordan Sefcik and Arleene Garcia, stepping onto job sites as some of the only women in the field was intimidating. Sefcik recalled her transition from design to fieldwork: "In Houston, I worked with many women, but when I moved out to West Texas, I was often the only one. It was daunting, but I surrounded myself with great mentors and stayed willing to learn." Her advice? "Check your ego at the door and be teachable."

Garcia echoed this sentiment, emphasizing the importance of preparation. "At first, I felt inferior," she admitted. "But confidence comes from knowing your material inside and out. Hard work and dedication are the

great equalizers.” She takes pride in setting a precedent for future female professionals in her field, ensuring that contractors approach women in the industry with the same respect and expectations as their male counterparts.

THE POWER OF MENTORSHIP AND ADVOCACY

Throughout the discussion, the panelists emphasized the value of mentorship. Hungerford highlighted how self-advocacy played a role in her career progression: “In the lab, I had to invite myself to projects and ask to see more aspects of the job. No one is going to tap you on the shoulder and tell you to come learn something—you have to seek it out.”

Sefcik, now in a leadership role, actively extends opportunities to those around her. “I know how it feels to be hesitant to ask for experiences,” she said. “So now, I make sure to extend invitations and create opportunities for others to grow.”

Garcia, who took advantage of TxDOT’s tuition assistance program to earn her master’s degree, encouraged others to seek out available resources. “We’re responsible for

“Becoming a leader who helps change perceptions about women in leadership has been my greatest achievement. I want to show others that growth is possible, no matter your starting point.”

Jordan Sefcik

our own development. No one else is going to do it for us,” she asserted.

PAYING IT FORWARD: INSPIRING THE NEXT GENERATION

Beyond their own careers, the panelists expressed a shared passion for giving back and inspiring future industry professionals. Hungerford, drawing on her teaching background, started a program to provide schools with materials for hands-on learning. “If we don’t plant that seed early, we lose kids who might have otherwise pursued careers in engineering or construction,” she explained.

Hogan, too, has committed to outreach. “Many students have no idea what career paths are available in construction,” she said. “I make it a point to attend career fairs and speak to young people about their options.”

Sefcik, whose background in physics led her to participate in traveling science demonstrations, continues to engage with schools and career days. “Sometimes, all it takes is one interaction to spark an interest,” she noted.

A CALL TO ACTION

Long wrapped up the panel with a powerful message: “Each of you should have confidence in yourselves. You’re here today because of what you put into your careers. At the end of the day, you fought for yourself—and you’re making a difference.”

The *Owning Your Professional Development* panel served as an inspiring reminder that confidence, adaptability, and mentorship are key to career growth. Whether stepping into a new role, navigating a male-dominated industry, or paying it forward to future generations, professionals must take charge of their own development—because no one else will do it for them. 🌟

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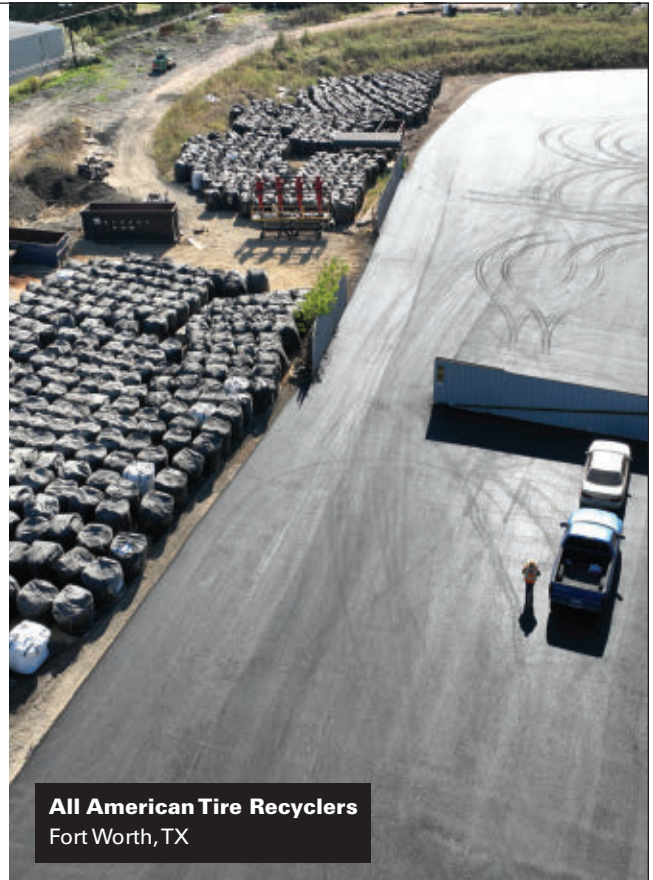
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TXAPA AND FORT CAVAZOS: A PARTNERSHIP IN PAVEMENT EDUCATION AND INNOVATION

When the engineers at Fort Cavazos first reached out to the Texas Asphalt Pavement Association (TXAPA), they were searching for guidance. With 400 centerline miles of roads and 4,000 acres of parking lots, Fort Cavazos faces some of the most demanding pavement conditions in the state. The installation is home to the First Cavalry Division, meaning heavy tanks, military convoys, and high-traffic loads take a toll on its infrastructure every day.

Despite their best efforts, Fort Cavazos engineers found themselves in a cycle of repeated pavement failures, often replacing roads every four or five years. They knew there had to be a better way. What started as a simple inquiry has since grown into a valuable partnership between Fort Cavazos and TXAPA, built on

education, collaboration, and real-world application of perpetual pavement concepts.

BREAKING THE CYCLE: THE QUEST FOR PERPETUAL PAVEMENT

Barry Bozio, a civil engineer and Contracting Officer's Representative for Quality Assurance

(CORQA) at the Fort Cavazos Department of Public Works, described how the installation had been locked in a costly cycle of road repairs.

"For years, we were just milling and filling the same roads over and over without really understanding what was going wrong," Bozio



Parking lot condition before reconstruction.



Measuring flex base density.

explained. “We didn’t know much about the underlying structure—only that the pavement wasn’t lasting.”

Determined to find a long-term solution, Bozio took it upon himself to look beyond traditional military construction practices. That’s when he discovered TXAPA and the concept of perpetual pavement—a layered pavement design approach that focuses on building durable, long-lasting roads by strengthening the subgrade and base layers beneath the asphalt surface.

Along the way, he also became acquainted with the TXAPA Quality Asphalt Pavement Award Program, which provided a benchmark for excellence. “No military installation has ever produced a TXAPA award-winning pavement,” Bozio said. “We want to change that.”

However, he recognizes that achieving this level of quality requires a collective effort. “It takes collaboration between all parties—prime contractors, subcontractors, and paving companies—to share the same goal and work together to produce a high-performance pavement,” Bozio said. The journey has not been without setbacks; his first two attempts fell short due to challenges in interpreting and applying subgrade treatment based on testing data. “We learn from our mistakes and move forward,” he added. “With the continued support of TXAPA, I am confident that the third time will be a success.”

For Bozio, the pursuit is not merely about receiving an award but about mastering the principles of perpetual pavement. “Winning

TXAPA’S AWARDS PROGRAM: RECOGNIZING EXCELLENCE IN NON-TxDOT PROJECTS

TXAPA’s Quality Asphalt Pavement Awards Program isn’t just for TxDOT projects—cities, counties, military installations, and private project owners are encouraged to apply.

Award categories recognize innovation, excellence in construction, and long-term pavement performance. Projects like Fort Cavazos’ perpetual pavement reconstruction are exactly the type of forward-thinking, high-quality work that TXAPA seeks to highlight.

Submissions are evaluated based on:

- Construction quality
- Adherence to specifications
- Texture and uniformity
- Ride

For organizations looking to showcase their asphalt projects, TXAPA’s awards program offers a unique opportunity to gain industry recognition.

To learn more about submission guidelines and deadlines, visit TXAPA’s website or contact the association directly.

recognition would validate our process and give our engineers a sense of pride and accomplishment moving forward,” he explained. “But the real goal is to build a truly long-lasting pavement that sets a new standard for military infrastructure.”

WHAT IS PERPETUAL PAVEMENT?

Unlike conventional pavement, which often requires full-depth reconstruction after a few decades, perpetual pavement is designed to last indefinitely with only periodic surface maintenance. It consists of:

- **A strong, flexible base** that resists deep structural damage
- **An intermediate layer** that absorbs stress from heavy loads

- **A durable surface layer** that can be periodically milled and replaced while keeping the foundation intact

For Fort Cavazos, where tanks, military vehicles, and high-impact traffic are a constant stressor, perpetual pavement could be the key to reducing maintenance costs, extending pavement life, and ensuring long-term performance.

Bozio’s goal is not only to implement perpetual pavement principles at Fort Cavazos but also to produce a nationally recognized project that sets a new standard for military infrastructure.

EDUCATION AS THE FOUNDATION FOR CHANGE

Through TXAPA’s inspector and engineer courses, webinars, and conferences, Fort Cavazos engineers quickly realized that pavement performance depends on far more than just the asphalt itself.

“The biggest takeaway has been understanding that the road isn’t just about the asphalt—it’s about what’s underneath it,” Bozio said. “If you don’t protect the subgrade and base, your pavement won’t last. The asphalt is just the roof.”

This shift in thinking has been critical as Fort Cavazos moves toward adopting quality asphalt pavement construction principles for high-traffic, high-load roadways and parking lots.

Beyond technical education, TXAPA has also introduced Fort Cavazos to the broader asphalt pavement industry, providing access to leading professionals, best practices, and networking opportunities.

“We’ve attended every TXAPA meeting we could,” Bozio said. “We’ve gone through TXAPA’s engineer and inspector training programs, we



Engineer Nathaly Gonzales oversees prime coat application.

tune in to every monthly webinar, and we've built relationships with industry experts who continue to guide us in the right direction."

APPLYING LESSONS LEARNED: A TRANSFORMATIONAL FIRST PROJECT

One of the most tangible outcomes of TXAPA's support has been the first major pavement reconstruction project at Fort Cavazos.

Nathaly Gonzalez, a civil engineer in the horizontal department, led the redesign of a failing two-acre parking lot—her first major project.

Prior to reconstruction, the parking lot had significant structural issues. Through TXAPA's

educational resources, Gonzalez and her team developed a more effective, long-lasting design, including:

- Lime stabilization of the subgrade (6 inches at 8% lime)
- 10 inches of flex base (placed in two lifts)
- Three inches of asphalt pavement using a Dense Graded D mix with a PG 70-22 binder for enhanced rut resistance
- New curb and gutter installation to ensure proper drainage

"Before, the parking lot was basically a 2-acre pond," Bozio explained. "The drainage was completely backward. TXAPA's training

helped us understand why that was happening and how to fix it."

During excavation, the team also discovered that the lot had been built on an old land-fill, which further complicated construction.

"Going forward, I'll definitely conduct more bore samples upfront," Gonzalez said. "Thanks to the education we've received from TXAPA, I knew how to adjust when we ran into these surprises."

BUILDING TOWARD AN AWARD-WINNING PAVEMENT

Bozio has set an ambitious goal: to produce a pavement worthy of national recognition—an asphalt pavement that can handle Fort Cavazos' extreme traffic loads.

"We're not just fixing roads—we're trying to do something that no installation has done before," he said. "If we can get recognized for our efforts, that will be a testament to how far we've come through education and collaboration with TXAPA."

Gonzalez, now fully engaged in the challenge, is designing her projects with award submissions in mind.

"I didn't realize how much this project meant at first," she admitted. "But now that I understand the process, I want to create something we can submit for an award. We've learned so much, and I want our work to stand out."

With Fort Cavazos moving toward durable, long-lasting asphalt pavement solutions, TXAPA continues to be a valuable resource, guiding them toward durable, high-quality pavement design that can stand the test of time.

THE ROAD AHEAD: MORE INNOVATION, MORE LEARNING

With one major project nearly complete (due to weather delays paving had not yet commenced as of press time), the next challenge for Fort Cavazos engineers is an aircraft hangar parking lot, designed to withstand even heavier loads than before.

As Fort Cavazos continues refining its pavement approach, its growing partnership with TXAPA is proving to be a game-changer. What started as a simple inquiry has evolved into a long-term commitment to education, collaboration, and excellence in asphalt pavement engineering.

"This has been a huge shift for us," Bozio said. "We've gone from just patching roads to understanding how to build them right. And we couldn't have done it without TXAPA." 🔄

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Texans are famous for their generous spirit, from holding doors open, to helping neighbors, to showing kindness to strangers. Unfortunately, this attitude doesn't always carry over to the road. When we get behind the wheel, sometimes it can turn into an "everyone for themselves" mentality that is reckless and dangerous. People get distracted easily or life—with kids, jobs and places to get to—just takes over.

But those friendly Texas values should matter when we get behind the wheel, because every day in Texas, lives are lost on our roadways—an average of 10 a day in 2024 alone. These are our neighbors, our sisters and brothers, parents and children. This sobering reality underscores the need for change and for a new way of approaching road safety in Texas.

TxDOT's newest public outreach initiative, called *Drive like a Texan*, invites all Texans to extend the legendary hospitality and courtesy they're known for to their driving habits. By anchoring safe driving behaviors in cultural identity, *Drive like a Texan* ensures that road safety isn't just a regulation but a personal



commitment. Building on Texas pride is a winning proposition—after all, one of TxDOT’s most famous campaigns, *Don’t mess with Texas*, is recognized and celebrated worldwide! No other state has such a uniquely mythical and powerful brand. It’s literally unrivaled.

And we have a lot to be proud of as Texans! We are the fastest-growing state in the U.S., with over 400,000 new residents annually. We have more public roads than any other state. It should come as no surprise that keeping people safe on our roads is one of the most critical missions of the agency. TxDOT administers hundreds of millions of dollars in safety programs each year, whether through the engineering design of roads or traffic control devices or installing roadway illumination. We also manage National Highway Traffic Safety Administration-funded media campaigns that remind people to *Click it or Ticket, Drive Sober, Be Safe, Drive Smart* and more.

This newest effort shifts the narrative and approach to create a safer, more unified driving culture. We took a deliberate approach to developing the concept, creative messaging and design, and even locations of media placements using research-based and research-proven strategies.

We partnered with researchers at the UT Health Houston’s School of Public Health which helped us conduct a systematic review of more than 4,000 published articles on the effectiveness of media-based strategies to prevent road traffic crashes, injuries, and fatalities. Humorous, personal, and amateur

media were shown to be more effective than serious content. The results found that strategies that provoke positive emotions through appealing content rather than through shocking or graphic content may be more effective in changing hearts, minds and driving behaviors. Focus groups conducted also helped us understand how well our messages would resonate with Texans. People—no matter which group they were in—reacted positively to *Drive like a Texan*. Their comments helped us shape how the campaign looks and feels.

Drive Like a Texan is built upon this foundational research and focuses on upbeat human emotions that connect people. What you’ll see is uniquely Texan, supportive, inclusive and optimistic, with a “Texans look out for one another” attitude. Our public service announcements that are running on TV stations, radio stations and online show images of Texans helping one another on the road, waving to say “Thanks for letting me pass,” and then returning home to their family safely. The print and digital marketing materials capture the authenticity and optimism of Texas. Roadside billboards are scattered throughout the state in both English and Spanish, reminding people that Texas is our home, so be safe and *Drive like a Texan*. Coffee shops are serving up a cup of Joe with the message “Hot drinks, cool heads” to remind Texans to stay calm and drive on when things on the road get tricky.

Our media and marketing partners helped us with a statewide survey of more than 1,500 Texas residents between 16 and 64 years old



who drive a vehicle at least twice a month. By assessing knowledge, attitudes, and beliefs about driving behavior in Texas, we got a snapshot of who we should reach with these Texas-friendly messages. The idea is that if we can better understand what makes them who they are and where we can find them, then we can communicate to distinct groups of Texans and create a baseline for the *Drive like a Texan*’s impact.

As a result, we are targeting communities across the state with a tailored approach that acknowledges diverse driving environments, from rural ranch roads to busy city streets. We will reach different groups of Texans, whether they’re in small towns or large metropolitan areas. We took into consideration gender, age groups and ethnicities, as well as personal attributes, interests and behaviors when figuring out where our marketing materials would have the most impact. Our partners corroborated the results with TxDOT crash data from 2018-2024 to see which of these groups were at highest risk for serious injury and fatal crashes and where they are located.

These deliberate and intentional steps are a matter of life and death. We hope to see a change in social norms around driving and we want to see the number of fatalities on Texas roads go down. We can do this by going beyond our mission of *Connecting You with Texas* and really connect us all with each other. So, whether you’re from Texas, or got here as fast as you could, remember: Every act of kindness, courtesy, and safety behind the wheel celebrates who we are and can have a life-saving impact. 🇹🇽



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Stacy Rowh Wins Prestigious Eric Johnson Leadership & Service Award

TXAPA proudly honors Stacy L. Rowh, P.E., with the Eric Johnson Leadership & Service Award. A highly respected professional engineer in Texas, Rowh has been a dedicated TXAPA member throughout her career, chairing multiple committees and actively participating in several more. Her peers nominated her for this prestigious award for her outstanding contributions to flexible pavement design and construction, and her commitment to mentoring and industry service.

With nearly 25 years of experience, Stacy has played a pivotal role in advancing pavement engineering through research, innovation, and leadership. A graduate of Texas A&M University, she holds a Bachelor of Science and a Master of Engineering in civil engineering, specializing in geotechnical engineering. She began her career as a

researcher at the Texas A&M Transportation Institute before transitioning into industry, where she served as the technical director for Angel Brothers and Century Asphalt, a major family-owned asphalt paving and production company. Today, she leads as President of HP2 Engineering and Testing, where her expertise spans pavement forensics, mix and thickness designs, stabilization techniques, and the development of recycling procedures and specifications.

Beyond her technical achievements, Stacy is a dedicated mentor committed to nurturing the next generation of industry professionals. Many have thrived under her leadership, building successful careers—a testament to her lasting impact on the field. Stacy also volunteers as a judge and mentor in the Asphalt Road-eo student engineering competition,



where she helps inspire and develop future leaders in asphalt paving and materials.

Upon receiving the award, Stacy expressed deep gratitude to those who have supported her journey. *"This is an incredible honor, and I wouldn't be here without the exceptional teams I've had the privilege to work with over the years. I am especially grateful to the Angel family for their trust in me and the unwavering support that helped shape my career."*

Stacy's dedication to excellence, leadership, and mentorship continues to impact the industry. This award is a well-deserved recognition of her expertise, service, and commitment to the future of asphalt paving and materials. 🌟

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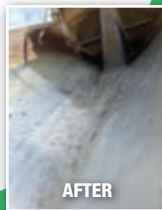
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HOW DOES THIS
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AFFECT OUR INDUSTRY?
FOUR BILLS THAT HAVE
STOOD OUT DURING THE
FIRST SEVERAL DAYS
OF THE SESSION ARE
HB 283, HB 408, HB 873
AND HB 1513.



THE 89TH TEXAS LEGISLATIVE SESSION: WHAT IT COULD MEAN FOR THE ASPHALT INDUSTRY

BY CARLEE M. RITCHIE, ENVIRONMENTAL SPECIALIST—WESTWARD ENVIRONMENTAL, INC.

As the new year commences, so does the 89th Legislative Session which began on January 14, 2025, and will end on June 2. Governor Greg Abbott, Lieutenant Governor Dan Patrick, and the new Speaker of the House Dustin Burrows, will all have to work together this session to continue building a better Texas. There are a few more important dates in 2025 to look out for, March 14 is the last date for bill filing, and the possibility of the special session focusing on special topics begins on June 3 at Governor Abbott's discretion.

How does this legislative session affect our industry? We are watching what bills are being filed and how those will play a part in our industry. Four bills that have stood out during the first several days of the session are HB 283, HB 408, HB 873 and HB 1513. Let's dig deeper into what these could mean for Texas!

House Bill 283 focuses on axle weight limitations for certain vehicles that are transporting aggregates. This bill is proposing to amend

The Transportation Code, Title 7, Subtitle E, Chapter 621.101 by adding Subsection (b-2) as follows, "Notwithstanding Subsections (a)(1) and (2), a vehicle or combination of vehicles that is transporting aggregates, as defined by Section 28A.001, Water Code, over a highway or road of this state may operate at an axle weight that is not heavier than the weight equal to the maximum allowable axle weight provided by those subsections plus

a tolerance allowance of 15 percent of that allowable weight, provided that the gross weight of the vehicle or combination of vehicles is not heavier than the maximum gross weight authorized for the roadway on which the vehicle or combination of vehicles is being operated."

House Bill 408 is bringing attention to the way contracts are awarded by the Texas Department of Transportation (TxDOT) for

certain materials used in road construction projects. When comparing bids for materials to be used in a project, the department cannot give priority to a bid that specifies using construction materials based on environmental, social, and governance (ESG) factors, such as carbon emissions, if those materials are more expensive or less durable than other options for the same project.

House Bill 873 is a little different from the rest of the group, the bill is similar to House bill 4959 which was filed in the 88th Texas Legislative Session. This bill proposes to amend Subchapter C, Chapter 382 of the

Health and Safety Code with new requirements regarding the authorization of the use of a standard permit for aggregate production operations (APOs) and concrete batch plants. The Texas Commission on Environmental Quality (TCEQ) must accept written questions from the public about a proposed facility until 15 days prior to the public meeting or public hearing. They also must send notice to TxDOT, each groundwater conservation district with jurisdiction over the area and other agencies where the facility is proposed to be located.

There are additional requirements that HB 873 makes in proposing that the TCEQ

cannot authorize or renew a permit for an aggregate facility unless the facility meets several conditions. The conditions include complying with TxDOT requirements for any driveway construction or changes, installing equipment to monitor noise levels, ensuring the outdoor lighting is within the standards set by the Illuminating Engineering Society, keeping records of the monitoring for 5 years, and submitting all monitoring data to the TCEQ if a complaint is filed.

House Bill 1513 proposes to add a section to the Health and Safety Code, focusing on the location of concrete batch plants that perform wet batching, dry batching or central mixing. The bill proposes that the commission prohibits the operation of a concrete batch plant if it is located within 550 feet of a concrete crushing facility, hot mix asphalt plant or a second concrete batch plant already under a standard permit. Additionally, if a plant permit renewal was authorized to begin operation before September 1st, 2025, the bill requires the commission to prevent the plant from operating at the same time as previously mentioned facilities within the 550-foot distance after its renewal. The distance will be measured from the closest point on the batch plant to the closest point on the other facilities.

Lastly, due to the new Trump administration being sworn in on January 20, 2025, there is some question as to how this new administration will handle the recent changes from EPA to the PM 2.5 standard. Since it is fully promulgated, the Trump administration would have to work through the administrative process and that could take a lot of time. It may be easier to go back and re-review the impact levels which were used in the air permitting models and re-evaluate the standard. The administration could also choose not to vigorously defend the standard against several lawsuits and have it play out in the court system.

These are not the only bills that will be coming across the desks of our representatives, these are just a few that caught our attention. Each bill that passes will play a role in the asphalt industry whether, that be the weight limit on vehicles transporting aggregates on our roads, the materials used in the construction of our roads, the noise level our facilities must operate below, and the allowance of concrete batch plants to operate at a specific distance from hot mix asphalt plants. As this session continues, we will be keeping an eye on these and any other bills that may come into play. ☘

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MARCH 31-APRIL 2, 2025
2025 Construction, Materials,
and Alternative Delivery Division
Conference - Round Rock, TX

APRIL 17, 2025
Everyday Asphalt - Virtual

MAY 7, 2025
MAPS Regional - Rosenberg, Texas

MAY 5-8, 2025
TxDOT Aviation Conference –
Denton, Texas*

MAY 15, 2025
Everyday Asphalt - Virtual

MAY 21, 2025
MAPS Regional - Plano, Texas

JUNE 19, 2025
Everyday Asphalt - Virtual

JUNE 9-11, 2025
Texas Chapter of the American Public
Works Association (TX-APWA) Annual
Conference - McAllen, Texas*

JUNE 24-25, 2025
MASTERS - Materials Research &
Sustainability Summit, Buda, Texas

JULY 17, 2025
Everyday Asphalt - Virtual

AUGUST 21, 2025
Everyday Asphalt - Virtual

SEPTEMBER 8-11, 2025
TXAPA Annual Meeting -
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SEPTEMBER 18, 2025
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SEPTEMBER 17-19, 2025
Civil Engineering Conference (CECON) -
San Marcos, Texas*

OCTOBER 16, 2025
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OCTOBER 29-31, 2025
Texas Municipal League (TML) Annual
Conference - Fort Worth, Texas

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OCTOBER 19-22, 2025
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Key:
*TXAPA Exhibiting at Event!

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Jun. 4–5	Nov. 5–6	Mar. 4–5	Sept. 2–3
Jul. 1–2	Dec. 2–3	Apr. 7–8	Oct. 6–7
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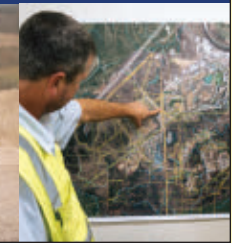
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CEO MESSAGE ... Continued from page 9

and local conditions. Engineers who are well-versed in the latest design tools and construction technologies are better equipped to make informed decisions that enhance the longevity and performance of the road.

Training and continuous education ensure that engineers are up to date with the latest industry standards, material advancements, and technological tools. Modern software and simulations now enable engineers to model and analyze asphalt designs more effectively,

considering variables such as load distribution, weather conditions, and material properties. Engineers may struggle to meet the growing demands for sustainable, high-performance roadways without proper education and access to cutting-edge design tools.

CONCLUSION: A HOLISTIC APPROACH TO ROADWAY SUCCESS

In summary, designing an asphalt roadway isn't just about laying down a surface for

vehicles to drive on. It involves a comprehensive approach that includes selecting the right materials, choosing the correct asphalt mix, employing proper construction practices, and ensuring engineers are well-trained in the latest tools and methodologies. By paying attention to these factors, we can create roadways that are safe, durable, and built to withstand the test of time, benefiting both drivers and communities for years to come. Well, I'm paying attention. I'm still learning. How about you? 🌟

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