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THE BATTLE OVER  
EXTRATERRITORIAL  
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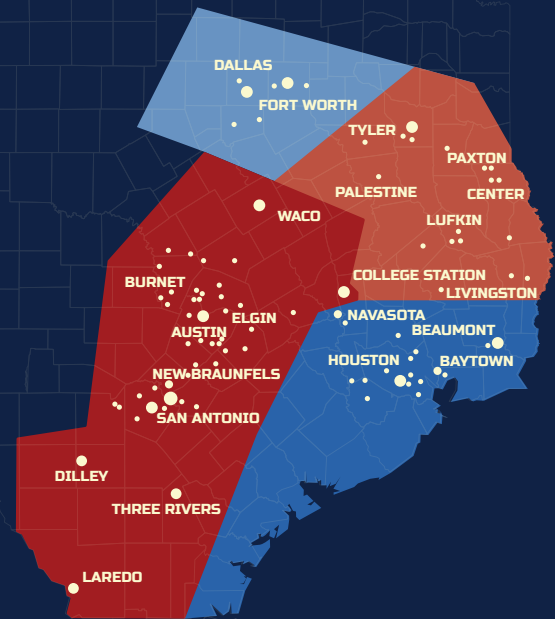
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FALL 2024



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# TARGET: TAKE ONE MORE STEP



Glen Dvorak  
Hunter Industries, Ltd.  
President - TXAPA

**A**s we reach the midpoint of my term as President of TXAPA, I want to take a moment to express my gratitude for the hard work, unwavering support, and dedication of our members, committees and staff. Your continued collective efforts to embrace challenges with resilience and seize opportunities with tenacity have strengthened our Association. I particularly want to highlight the HMA, which is on pace to serve a record number of students this year. HMA Director Corey Schwartz and his Staff continue to maintain exceptionally high standards despite the increased workload. It's one of many examples I have personally witnessed of those in our industry taking one more step to ensure our success.

The Strategic Planning Session (SPS) is the mechanism that determines the path we will walk for the year. The SPS fosters a productive atmosphere where innovative ideas are exchanged, followed by in-depth discussions. The insights gained, and the decisions made during this session are critical to TXAPA's organizational growth and achieving long-term goals. Overall, the SPS proves to be an essential step toward enhanced efficiency and sustained success. Two initiatives that have been targeted are a specification for Municipalities and Regionalization. The SPS allows us "to take one more step" toward TXAPA's sustained success. Let's look at how SPS has taken our association yet another step forward.

**Specification 341M:** A significant number of municipalities are using outdated specifications that fail to incorporate advances in materials, testing and modern engineering techniques, posing

numerous challenges for our members. HMA produced under outdated specifications may not perform well under current traffic loads or weather conditions, leading to premature deterioration and increased maintenance costs. The lack of adaptation to new technologies can also mean missed opportunities to incorporate recycled materials or innovative durability enhancing additives.

TXAPA's Specification and Test Procedure Committee, led by Chairman Eric Suarez (Vulcan Materials Company), along with TXAPA Staff, were tasked with this initiative. The committee focused on two primary targets—quality and uniformity. Uniformity in the context of a new specification refers to the consistent quality and performance of HMA across the different entities (TxDOT, City, County, and Private). To address quality, the Committee used TxDOT's current Item 3076 specification and future 2024 TxDOT Specification Item 341 to ensure consistency in the mix design, compaction, and application. The resulting 341M Specification brings municipalities into alignment with current best practices, improved infrastructure resilience, and promotes long-term economic benefits.

**Regionalization:** As our Industry continues to grow, so does the need for support, education and outreach. The Board of

**THE STRATEGIC PLANNING SESSION (SPS) IS THE MECHANISM THAT DETERMINES THE PATH WE WILL WALK FOR THE YEAR. ... THE INSIGHTS GAINED, AND THE DECISIONS MADE DURING THIS SESSION ARE CRITICAL TO TXAPA'S ORGANIZATIONAL GROWTH AND ACHIEVING LONG-TERM GOALS.**





Directors has been actively investigating regionalization as a way for the Association to address these needs. The Board held a workshop in April to discuss the path forward. After two days, the Board approved regionalization and established the first region. The newly defined East Region will include the TxDOT Districts of Beaumont, Bryan, Houston, and Lufkin. Regionalization represents a significant step forward in enhancing efficiency, responsiveness, and innovation. By adopting a regional approach,

TXAPA can tailor strategies to the specific needs and conditions of our members in different areas, leading to more effective resource allocation and project execution. Moreover, regionalization will foster closer collaboration with local governments and private companies, enabling the industry to address unique challenges and leverage regional strengths. As the asphalt industry continues to evolve, regionalization will be pivotal in driving growth for our members and ensure long-term success.

**BY ADOPTING A REGIONAL APPROACH, TXAPA CAN TAILOR STRATEGIES TO MEET THE NEEDS OF OUR MEMBERS**



**ANNUAL MEETING**

The upcoming TXAPA Annual Meeting is expected to see a record registration, with attendees signing up in unprecedented numbers in a remarkably short amount of time. A key highlight as always will be the live and silent auctions benefiting the TXAPA Scholarship Program. I am excited to announce our entertainer for the evening is Del Rio’s own singer-songwriter, William Beckmann. We are planning a wealth of technical content, offering attendees valuable insights and updates on industry advancements. I am looking forward to the opportunity to spend valuable time with our TxDOT partners and to seeing all of you there!

Speaking of the Annual Meeting, I want to take a moment to acknowledge the incredible hard work and dedication of our TXAPA Staff. Their tireless efforts behind the scenes have been instrumental in organizing what promises to be a remarkable event. From coordinating with speakers and arranging logistics to ensuring every detail is meticulously planned, our team has demonstrated exceptional commitment and professionalism. Their passion for excellence is evident in every aspect of the meeting’s preparation, and we are deeply grateful for their contributions. Thanks to their hard work, we are confident that this year’s Annual Meeting will be an outstanding success, providing a valuable and memorable experience for all attendees.

In closing, our Industry partner, TxDOT, is planning a Fiscal Year 2025 (FY25) statewide letting of more than \$12 billion. We extend our appreciation to TxDOT for their exceptional efforts in delivering this transportation program. Our industry stands ready to support TxDOT. Let’s continue to uphold our high standards and support one another as we take the first of many steps into FY25. 🔄

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# BUILDING TEXAS: THE ESSENTIAL ROLE OF CERTIFIED HMA TECHNICIANS IN QUALITY ASPHALT CONSTRUCTION



Harold C. Mullen  
Chief Executive Officer  
Texas Asphalt Pavement Association

If you're not staying busy these days, you're missing out. Across Texas, our industry is brimming with exciting challenges and career opportunities. Among the busiest professionals in this dynamic environment is the Hot Mix Asphalt (HMA) Technician. I initially planned to write a workforce development article highlighting the great job prospects for HMA Technicians. However, I realized it was more important to explain the critical role an HMA Technician plays and how essential their responsibilities are to the success of an HMA project.

HMA Technicians play a vital role in the construction industry, ensuring that the asphalt pavement used in roads, highways, and

infrastructure projects meets the highest standards of quality and safety. Their work not only affects the longevity and performance of our transportation networks but also has a significant impact on the financial aspects of construction budgets. In this article, we will explore the importance of HMA Technicians, the certification process, the need for in-depth preparation before testing, and how their knowledge, ethics, and career paths contribute to the industry.

HMA Technicians are responsible for sampling, testing, and evaluating asphalt materials during production and construction. They ensure that the mix design and compaction meet specified standards, which directly influences the durability and safety of the finished product. Their expertise is crucial in preventing premature pavement failures, which can lead to untimely repairs and inferior conditions for motorists.

Certification for HMA Technicians is a thorough process that verifies an individual's knowledge and skills in asphalt testing and inspection. The certification process includes written exams and practical hands-on evaluations that test a technician's ability to perform tasks accurately and consistently.

Certification is not just a formality; it is a critical step in ensuring that technicians are fully equipped to handle the demands of their role. Certified HMA Technicians are trusted to make decisions that can affect the structural integrity of roads and highways. As such, their certification serves as a quality assurance measure, providing

A large advertisement for Purple Wave Auction. On the left, a yellow HMA machine is shown against a purple background with the 'purple wave AUCTION' logo. On the right, a grey background features the text 'THE EASIEST WAY TO BUY &amp; SELL EQUIPMENT' in large, bold, white letters, with 'purplewave.com' at the bottom.



confidence to contractors, specifying entities, and the public that the work being performed meets defined standards.

Preparing for the certification exam is essential for success. The knowledge required covers a wide range of topics, including asphalt composition, testing procedures, safety protocols, and equipment handling. Candidates who invest time in studying and practicing the skills needed for the exam are more likely to pass on their first attempt. Careful preparation also helps technicians develop a deeper understanding of the materials and processes

they will encounter on the job. This not only increases their chances of passing the certification but also enhances their ability to perform their duties effectively once certified.

The quality of asphalt construction has a direct impact on the financial aspects of infrastructure projects. Poor quality asphalt can lead to premature failures and increased maintenance costs. Certified HMA Technicians are trained to identify issues early in the construction process, preventing these costly problems from arising. Furthermore, high-quality asphalt work can

extend the lifespan of a pavement, reducing the need for frequent repairs and resurfacing. This translates to long-term savings for government agencies, taxpayers, and private companies involved in infrastructure projects. In this way, the certification and expertise of HMA Technicians contribute not only to the safety and durability of our roads but also to the economic efficiency of construction projects.

As in everyday life for everyone, ethics play a crucial role in the work of HMA Technicians. They are often faced with decisions that can impact the quality of a project. A strong ethical foundation ensures that technicians prioritize making sound decisions that ensure quality for all stakeholders. In addition to ethics, a continuing knowledge base is essential for a successful career as an HMA Technician. The industry is constantly evolving, with new materials, technologies, and regulations emerging regularly. Technicians must commit to ongoing education and professional development to stay current and maintain their certification.

A career as an HMA Technician offers numerous opportunities for growth and advancement. Entry-level technicians can progress to senior positions, such as project managers or quality control supervisors, with experience and additional certifications. The demand for skilled technicians is steady, making it a stable and rewarding career choice.

Moreover, HMA Technicians are able to make a tangible impact on their communities by contributing to the construction of safe, reliable, and efficient transportation infrastructure. Their work not only supports the economy but also improves the quality of life for countless people.

Hot Mix Asphalt Technicians are integral to the success of infrastructure projects, ensuring that the roads we drive on are safe, durable, and cost-effective. The certification process is crucial for validating their skills, and proper preparation is key to achieving this milestone. Certified HMA Technicians contribute to the quality and financial success of construction projects while upholding the highest ethical standards. For those passionate about making a difference in the world through their work, a career as an HMA Technician offers both challenges and rewards. 🌟

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# OPPORTUNITIES TO GET INVOLVED

Matthew Wheatley  
Highway Data Systems USA  
Associate Member Advisory  
Committee Chair



**A**s we approach the summer and look forward to the annual meeting in September, I wanted to take a moment to thank all the Associate Members for their continued support of TXAPA. My role as Chair this year has been simplified by the remarkable energy and drive of the Associate Member Advisory Committee. The Associate Member Advisory Committee members donate their time to further the cause of the asphalt industry and TXAPA, which in turn benefits us all. Their ideas allow us to work seamlessly with the talented TXAPA staff to deliver quality events and products.

Associate Members consist of a wide range of suppliers and providers of services to the asphalt industry in Texas. Our membership category serves as an important conduit between asphalt producers and those providing products and services. Our group contributes significantly both in numbers and impact on its committee's activities. While there are a limited number of spots on the Advisory Committee itself, there is always much to do, and sub-committee opportunities abound and are open to all associate members.

## TIME WELL SPENT

They say, "everything is bigger in Texas." When it comes to our pavement association (TXAPA), this is certainly true. We are blessed to be served by such a well-staffed and passionate array of professionals who continuously strive to improve and drive the Texas asphalt industry forward.

## TXAPA'S ANNUAL MEETING

The Associate Member Advisory Committee hosts, in conjunction with TXAPA, the Winter Classic golf tournament at the January membership meeting and the much larger TXAPA Golf Tournament preceding the annual meeting in September. Both tournaments play an important role in funding the TXAPA Scholarship Program. Associate member participation provides much of the manpower for these vital events which benefit the TXAPA Scholarship Program. With scholarships now at \$5,000 a semester, we need all hands-on-deck to ensure we can support as many deserving students as possible. The annual meeting is a prime venue for building professional relationships and

TXAPA stands as a cornerstone for professionals in the pavement construction industry, offering a comprehensive array of services from quality control training to technical support. The association plays a pivotal role in maintaining standards and fostering advancements in asphalt production and applications.

Working with the Associate Member Advisory Committee has brought me and my company untold opportunities to further professional relationships and friendships. The work that TXAPA committees do is varied and covers "unseen" aspects of our industry that many of us are passionate about.

TXAPA is the most welcoming and inclusive of all the pavement associations I have worked with across the United States. This year, we have had the opportunity to add more CEI firms and equipment manufacturers to our committee, but we need different ideas and perspectives to ensure we grow as our industry grows in Texas.

I urge anyone considering joining a committee or wanting to be more involved to reach out to any of the TXAPA Staff. The strength of its diverse membership will be paramount to its future success. So please consider volunteering and lending your expertise to our committees. Expertise comes in many shapes, forms, and sizes. If your strengths lie in media, marketing, engineering, or trade shows, we warmly welcome any of the varied associate membership skill sets to the Associate Member Advisory Committee. ✪

**WHILE THERE ARE A LIMITED  
NUMBER OF SPOTS ON THE ADVISORY  
COMMITTEE ITSELF, THERE IS ALWAYS  
MUCH TO DO, AND SUB-COMMITTEE  
OPPORTUNITIES ABOUND AND ARE  
OPEN TO ALL ASSOCIATE MEMBERS.**



the event is well-attended by a diverse group of stakeholders from across the highways and construction industry, policymakers, leading asphalt producers, and service providers. Engaging in these volunteer/networking opportunities lead to collaborations, partnerships, and new business avenues.

As my tenure as Associate Members Chair expires at the end of 2024, I look back with a deep sense of gratitude at the lasting friendships and relationships built. I want to thank the Associate Members Committee, TXAPA staff, my fellow board members, and President Dvorak for this wonderful opportunity. It has been a great pleasure and privilege to have served.



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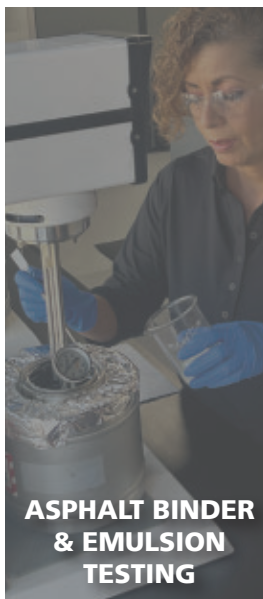
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# THE ENDURING BINDER FOR FLEXIBLE PAVEMENTS

Andy Cascione, PhD, PE  
Valero Marketing and Supply Co.  
Major Associate Member Chair



**T**he binder component of an asphalt pavement only makes up about 5%-6% of the total mixture, yet it has a tremendous impact on a pavement's performance. It is the "glue" that binds the aggregates together. For a material to be considered a good performing glue or binder for pavements, it needs to be adhesive, durable, water-resistant, workable at paving temperatures, stiff enough at in-service pavement temperatures to resist rutting, and soft enough at low temperatures to resist cracking.

Asphalt binder derived from the residue of crude oil distillation has been the prevailing material used in flexible pavements for binding aggregates together since the early 20th Century, and it continues to be the superior material for flexible pavements to this day. However, that was not always the case.

The idea behind binding aggregates together on a roadway surface was pioneered by Scottish engineer named John McAdam in the 1820s after he became the Commissioner for Paving in Bristol, England. His method of pavement construction asserted that crushed angular aggregate properly spread over well-compacted natural soil would perform sustainably better than prevailing practices at that time. The binding agent was fines and dust generated from crushing the aggregates. The method became known as a "macadam" pavement. While it was an advanced pavement construction technology at the time, macadams became known for rutting and generating too much dust.

As it turns out, John McAdam also purchased and managed the British Tar Company. It produced coal-tar, a by-product of coke production. In the mid-19th century, coal-tar was used to help bind a macadam roadway, hence the name "tarmac." By using tar as binding agent for a macadam, the road surface became more durable and dust-free. Ironically, it wasn't until after his death in 1836 that the practice of using coal-tar as a binding agent was used.

With the increase in coal-tar availability, it was also used as a binder for pavement construction in the late 19th century. Although coal-tar has some good qualities as a binding agent, it is prone to aging and has a low temperature susceptibility, meaning it is susceptible to changes in viscosity at low temperatures which lead to cracking. It also has a high concentration of polycyclic aromatic hydrocarbons (PAHs) that are harmful to humans, wildlife, and the environment. It eventually fell out of favor to a competing binder, natural bitumen.

Natural bitumen is found in various deposits throughout the world, most notably Pitch Lake in Trinidad. In 1871, 54,000 square yards of sheet asphalt from Trinidad were used to pave Pennsylvania Avenue in Washington, D.C. Although natural bitumen is actually an excellent binder for pavements, it was replaced by asphalt binder produced more locally from crude oil in the early 1900s.

Petroleum-based asphalt is a by-product of crude distillation when producing transportation fuels. Without pavements, most asphalt would be burned for fuel leading to higher carbon emissions. When asphalt is used in pavements, it is used in a higher-valued application while sequestering carbon.

To this day, there is no competing material that comes close to the availability, performance, and economics of petroleum-based asphalt binder that is needed to produce the hundreds of millions of tons of asphalt pavement our infrastructure needs each year. Asphalt binder creates smoother pavement surfaces that equate to safe and quiet rides with less distress and pavement maintenance. It has given rise to perpetual pavement designs for long-lasting pavements. It also allows pavements to be 100% recycled and reused in future projects, making them highly sustainable. Additionally, it can be further improved through modification, or it can be emulsified to a lower viscosity for spraying seal coat applications.

Today there are 282 million cars on the road and growing. In 2022, 255 million driving Americans spent a total of 93 billion hours on the road. Our transportation infrastructure needs to be one of quality and dependability. Trucks and automobiles drive our economy by allowing people, goods, and services to travel freely throughout the country. Our infrastructure would not be what it is today without asphalt binder as a construction material. Asphalt binder is truly the enduring binder used for flexible pavements. 🌱

**TO THIS DAY, THERE IS NO COMPETING MATERIAL THAT COMES CLOSE TO THE AVAILABILITY, PERFORMANCE, AND ECONOMICS OF PETROLEUM-BASED ASPHALT BINDER THAT IS NEEDED TO PRODUCE THE HUNDREDS OF MILLIONS OF TONS OF ASPHALT PAVEMENT OUR INFRASTRUCTURE NEEDS EACH YEAR.**





# DRIVING INNOVATION AND SUSTAINABILITY

## HIGHLIGHTS FROM TXAPA'S PIONEERING MASTERS AND SUMMER SUMMIT

BY KATIE HORTON, TXAPA

This summer, the Texas Asphalt Pavement Association (TXAPA) hosted a groundbreaking two-day event at their campus in Buda, TX, bringing together industry leaders, experts, and professionals for the Materials & Asphalt Technology Research Summit (MASTERS) and the third annual Sustainability Summer Summit. This unique gathering of researchers and experts underscored the importance of sustainability and innovation in the asphalt industry, offering attendees a comprehensive experience filled with cutting-edge knowledge, valuable networking opportunities, and essential professional development.

The event kicked off on Wednesday with MASTERS, an idea spearheaded by the Major Associate Member Committee led by Chair Andy Cascione, Valero Marketing and Supply Company, and the Level II Mix Design Committee led by Chair Jose Mata, CSA Materials. Participants engaged with advanced topics such as Aggregate Friction, Enhancing Testing Requirements, and Rapid New Tests for Detecting Poor Quality Binders in Recycled Asphalt Pavement (RAP) Materials. The day also included in-depth discussions on SAC-A RAP, the critical impact of fine aggregates on skid resistance, and the importance of balanced mix design for optimal paving outcomes. The evening concluded

with a lively networking reception, providing attendees with an opportunity to connect, exchange ideas, and forge new professional relationships in a more informal setting.

Thursday's Sustainability Summer Summit continued the momentum, focusing on pressing issues currently confronting the construction industry. Chair Gary Nicholls, Westward Environmental, and Sustainability and Permitting Committee members assembled a lineup of insightful presentations on topics like National Ambient Air Quality Standards, along with updates on the latest legislative changes affecting the industry. Key discussions centered on best practices for improving Environmental Product Declaration (EPD) scores and federal initiatives aimed at advancing sustainability across the sector. Attendees had the opportunity to earn up to 7.75 Professional Development Hours (PDH), further solidifying the event's value for professional growth.

The success of the event was largely attributed to the expertise and dedication of the distinguished roster of speakers, including industry professionals such as Gary Nicholls, P.E.—Westward Environmental, Inc., Matt Bellos—Westward Environmental, Inc., Andy Cascione—Valero Marketing and Supply Company, Otis Mathews—Texas Materials Gulf, Coast Area, Stacy Hilbrich-Rowh—HP2

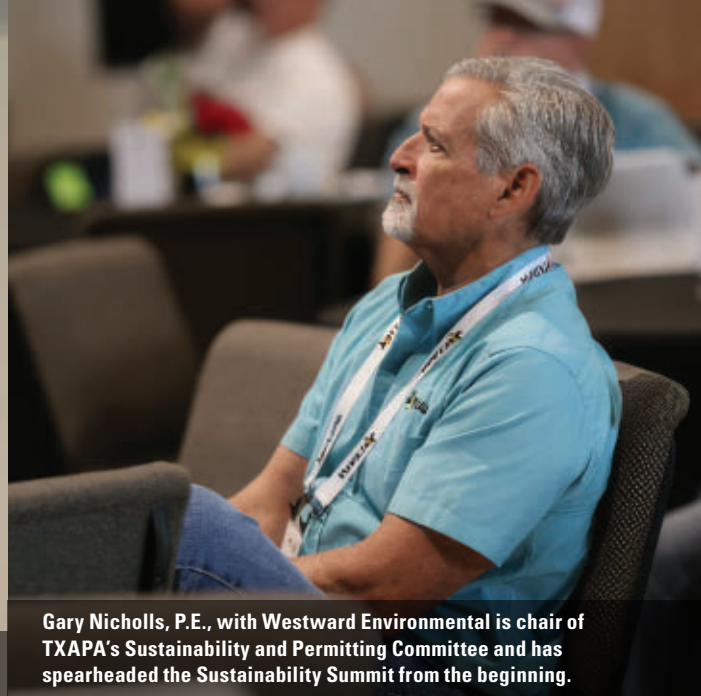
Engineering and Testing, and esteemed researchers and consultants like Amy Epps Martin—Texas A&M University, Imad Abdallah, Ph.D.—Center for Transportation Infrastructure Systems—University of Texas at El Paso, Fujie Zhou—Texas A&M Transportation Institute (TTI), LLC, Brian Christian—Brian Christian Consulting, LLC, and Darren Hazlett M.S., P.E.—Center for Transportation Research—The University of Texas at Austin. Each one brought a wealth of knowledge and experience, contributing to the event's rich content and meaningful discussions.

TXAPA's commitment to sustainability is a powerful reflection of the industry's dedication to creating a greener, more sustainable future. As one of the most recycled products globally, asphalt plays a crucial role in minimizing environmental impact, and events like these are vital in ensuring that professionals remain at the forefront of sustainable practices and innovations.

TXAPA is proud to have hosted such an inspiring event, successfully bringing together the brightest minds in the industry to share knowledge, inspire innovation, and drive the future of asphalt paving. The insights gained and the connections made over these two days will undoubtedly lead to continued advancements in both innovation and sustainability within the field. 🌱



**Stacy Hilbrich - Rowh, HP2 Engineering and Testing, LLC engaged in a stimulating Q&A session during the federal initiatives update.**



**Gary Nicholls, P.E., with Westward Environmental is chair of TXAPA's Sustainability and Permitting Committee and has spearheaded the Sustainability Summit from the beginning.**



**Guy Bobbora, Ingevity, engages in one of many in-depth discussions.**



**Major Associate Member Committee Chair Andy Cascione, Valero Marketing and Supply Company, welcomes attendees to the MASTERS, a first of its kind research summit.**



**Otis Mathews, Texas Materials Gulf Coast Area, provided strategies to improve an EPD score.**





SAVE THE DATE

# WOMEN OF ASPHALT TEXAS BRANCH REGIONAL MEETING AT RAYBURN COUNTRY RESORT



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**W**omen of Asphalt Texas Branch is excited to announce our third regional meeting of the year! WOFA Texas wants to enable all Texas Branch members to participate in our organization. In a state the size of Texas, regional meetings are essential!

Our third event of 2024 takes place at the Rayburn Country Resort in Brookeland, TX, September 23-25. Attendees can enjoy a day of golf or a guided crappie tour during the day. We will start the evening with a dinner and branch meeting, where we will review our 2024 goals and share our successes. Thanks to our statewide network of branch members and generous sponsors, it's been an incredibly active and productive year!

The fee for this event is \$150 each, and it includes a golf or guided crappie tour and all meals and beverages. The fee does not include a fishing license, golf club rental, or hotel accommodations. There will be a special hotel rate for Women of Asphalt Members.

Participants must be Women of Asphalt Texas Branch Members. Membership is open to all. You may join Women of Asphalt Texas Branch by following the QR code to sign up. Membership is free. ✨



Rayburn Country Resort in Brookeland, TX.



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# INFRASTRUCTURE ADVANCEMENT THROUGH SPECIFICATION CHANGES

BY RYAN BARBORAK, P.E., DIRECTOR, MATERIALS AND TESTS DIVISION - TxDOT

**T**he Texas Department of Transportation (TxDOT) is constantly working to improve the state's transportation system, and one strategy is to update the specifications for materials and construction methods. TxDOT's *Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges* is published every 10 years and any updates for improvements are made through special provisions or rarely, through special specifications.

In December 2018, about four years after publishing the *2014 Standard Specifications*, TxDOT determined there was a need to rewrite the hot-mix asphalt (HMA) specifications before the next scheduled update in 2024. This decision was based on new technologies, performance challenges, available research, general notes, and best practices gained from multiple conversations over several years with industry partners, academia, and districts.

The goal of the specification rewrite was to improve quality, consistency, and durability of HMA. To make these changes, TxDOT partnered with TxDOT Districts and industry partners, including contractors and material suppliers, as well as the Associated General Contractors (AGC) and the Texas Asphalt Pavement Association (TXAPA). TxDOT's Materials and Tests Division (MTD) Flexible Pavements Section (FPAV) led the effort and changes included all aspects of the specifications including materials, construction, measurement, and payment.

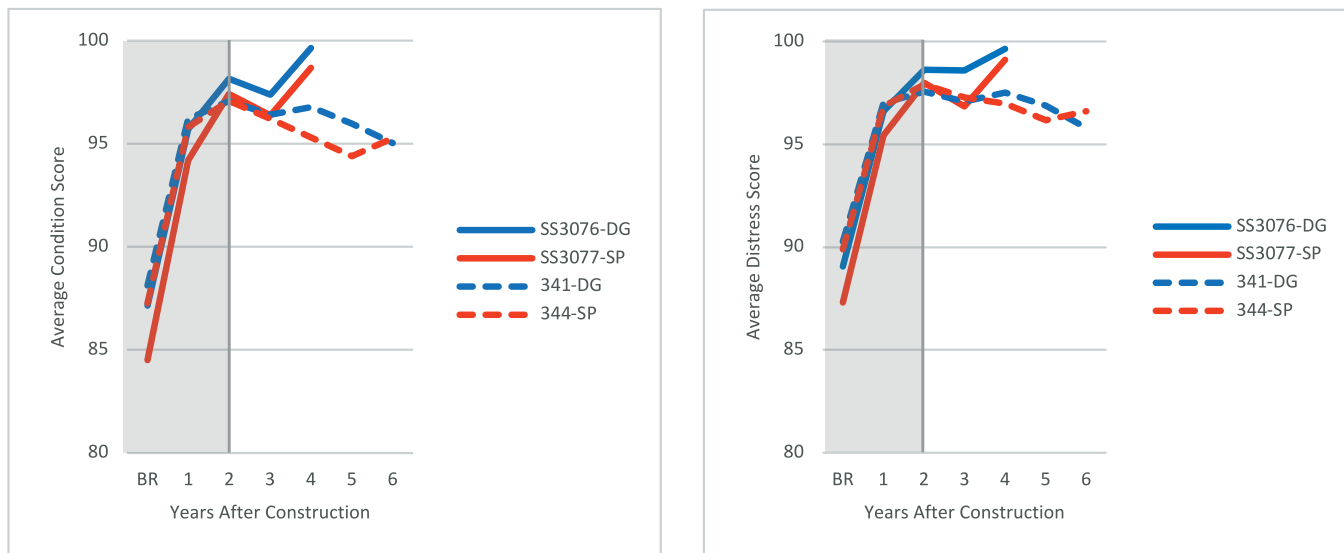
Due to the number of changes proposed to the *2014 Standard Specifications*, Special

Specifications 3076 and 3077 were issued to rewrite and replace Item 341, "Dense-Graded Hot-Mix Asphalt (DG)" and Item 344, "Superpave Mixtures (SP)", respectively, in the specification book. In March 2019, an initial draft of the specifications was shared with all stakeholders and comments were requested. Over the next several months, FPAV hosted several informative statewide calls with all stakeholders to discuss the rationale for the changes. The Partner's in Quality

(PIQ) meetings across the state and the Asphalt Pavement Quality Initiative Steering Committee also discussed the changes. With the assistance of TXAPA to discuss the proposed changes, videos were also created. Multiple discussions, requests for additional comments, and addressing comments continued until August 2019. In September 2019, TxDOT received approval by the Federal Highway Administration (FHWA) and these specifications were required statewide beginning with the February 2020 letting.

More than four years have passed since these specifications were required. To understand the impact of these changes, TxDOT's Maintenance Division (MNT) developed performance charts to compare the special specifications with the former Items in the specification book. Figure 1 illustrates the comparison and shows how the average condition and distress scores of hundreds of projects constructed using the surface mixes shown have changed over time. The number of projects used in the analysis for each specification and for the years after construction

**THE NUMBER OF  
PROJECTS USED IN THE  
ANALYSIS FOR EACH  
SPECIFICATION AND  
FOR THE YEARS AFTER  
CONSTRUCTION IS ALSO  
SHOWN IN THE TABLE IN  
FIGURE 1.**



| Specification | Number of Projects Used in the Analysis Based on Years After Construction |     |     |     |     |     |    |
|---------------|---|-----|-----|-----|-----|-----|----|
|               | BR  | 1   | 2   | 3   | 4   | 5   | 6  |
| SS3076-DG     | 295   | 174 | 85  | 31  | 2   | 0   | 0  |
| SS3077-SP     | 439   | 281 | 137 | 49  | 9   | 0   | 0  |
| 341-DG        | 359   | 350 | 318 | 267 | 202 | 118 | 38 |
| 344-SP        | 352   | 344 | 321 | 282 | 196 | 101 | 22 |

Figure 1. Condition and Distress Score of HMA Mixtures from Construction

is also shown in the table in Figure 1. TxDOT measures these scores on all roads annually as part of its pavement management system.

In Figure 1, the average condition score considers the combined effect of both surface distress and ride quality. As the condition of the surface deteriorates, the road will become rougher resulting in a lower condition score. The average distress score is the product of all surface distresses and indicates to what extent the surface is usable and describes the quality of the pavement surface. This number will also decrease as the pavement deteriorates. Both performance measures use a weighted average of all projects constructed since 2018 for each specification. The earliest projects utilizing the special specifications were constructed in 2020, which explains why no data is available for year five and year six.

In Figure 1, the first value “BR” for the years after construction is the average condition of pavements before rehabilitation. There is some uncertainty regarding the date when these pavements were opened to traffic after

construction started, so the first two years of data may include scores collected before the rehabilitation was completed. In addition, year four includes very few projects for the special specifications because a limited number of projects were constructed in 2020. This may explain the upward trend observed for Special Specifications 3076 and 3077 in year four.

Although more time is needed to fully understand the impacts of replacing the HMA specifications, a metric has been established

**TxDOT VIEWS ITS SPECIFICATIONS AS LIVING DOCUMENTS THAT REQUIRE CONTINUOUS IMPROVEMENT AND CHANGES TO ADDRESS EMERGING CHALLENGES.**

to understand the impact of the new special specifications. The initial indications are pavements constructed using Special Specifications 3076 and 3077 are performing as good or better for the measures analyzed.

TxDOT views its specifications as living documents that require continuous improvement and changes to address emerging challenges. The special specifications laid the groundwork for the 2024 *Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges* that have been published and will be required beginning with the September 2024 letting. This journey is a great example of how the agency is able to drive innovation in materials and construction methods through collaboration with industry stakeholders, associations, and academia. TxDOT wants to share its enormous gratitude to staff and industry partners that have contributed, collaborated, and executed these specifications. Future research, collaborative initiatives, and partnerships will continue to improve TxDOT’s specifications and the state’s transportation system. 🌟



# THE BATTLE OVER EXTRATERRITORIAL JURISDICTION

BY CURT G. CAMPBELL, PE, CFM, LEED AP ND, SENIOR VICE PRESIDENT ENGINEERING & NATURAL RESOURCES, WESTWARD ENVIRONMENTAL, INC.

**T**he Extraterritorial Jurisdiction (ETJ) is the area immediately surrounding municipalities in Texas. The Texas Legislature designated this area in 1963 to promote and protect the general health, safety, and welfare of persons residing in and adjacent to municipalities. The size of the ETJ varies based on the municipality's population. The smallest ETJs extend one-half mile from the boundaries of small cities with less than 5,000 inhabitants, and the largest ETJs extend 5 miles outside the limits of our larger cities with over 100,000 inhabitants, such as Austin and Dallas.



One can think of ETJs as a buffer zone where the city can extend its influence beyond the corporate limits to influence future growth and development. Typically, cities will enter an interlocal agreement with the surrounding counties to determine which governing body will be responsible for primary regulatory authority. The area within the ETJ remains unincorporated land and is potentially subject to County and City regulations.

Under the Local Government Code, cities have limited authority to extend their influence on the ETJ. However, cities have been pushing the legal boundaries of their jurisdiction for some time, often putting developers in a situation where complying is cheaper than fighting. This authority is primarily limited to the regulation of the subdivision of land. However, many cities also implement a





“Development Plat,” a form of development regulation that does not require a subdivision of property. Additionally, some cities require a “Site Plan” approval within the ETJ, often citing their floodplain ordinance to regulate the development of the property regardless of the presence of a regulated floodplain onsite. The amount of authority a city extends to the ETJ varies widely across the state. Cities such as Austin (and some of the surrounding communities that mimic Austin) have the most aggressive regulatory oversight within the ETJ. In some areas, interlocal agreements require authorization from the City and the County simultaneously, which can cause a long-extended approval process.

However, there have been significant and recent changes in favor of the landowners within the ETJ. In 2023, the Texas legislature passed Senate Bill 2038 (SB 2038), a pivotal law that allowed property owners within the ETJ to unilaterally release themselves from

the ETJ. This change was a response to cities around the State working around some of the previous annexation reform laws that the legislature passed to protect the individual property rights of those who live within the ETJ. In 2019, the legislature required landowner consent for annexation; prior to that date a city could annex property without the approval of the landowner. Cities used this power to strongarm landowners into development agreements which greatly restricted the rights of the landowner to develop their property. Cities also used annexation to pay for unfunded mandates by taxing newly annexed areas without providing them with utilities (San Antonio). The Texas Legislature has been pushing back on cities for several sessions.

SB 2038 became law on September 1, 2023, and many petitions for removal from ETJs were submitted immediately across the State. The law requires that a complete submitted petition be approved by the city typically within

**ONE CAN THINK OF  
ETJS AS A BUFFER ZONE  
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LIMITS TO INFLUENCE  
FUTURE GROWTH AND  
DEVELOPMENT.**

about 45 days from the submittal. In the law, the cities do not have an option to deny petitions. There are a few exceptions; SB 2038 does not apply to areas within a setback of active military bases, which generally only applies to some places around the City of San Antonio in Bexar County.



However, the Cities are not giving up their authority easily. Led by the City of Grapevine, a group of cities has filed a lawsuit against SB 2038 claiming that it is unconstitutional. At least 15 Cities have joined the litigation, with the Cities of Brownsville and Anna filing petitions to the attorney general of their own. The Attorney General has filed answers to all petitions, denying them. It appears this case will drag passed the next legislative session and an interim committee has been established on this issue. We expect this to be a hot topic of debate next spring, and it could potentially



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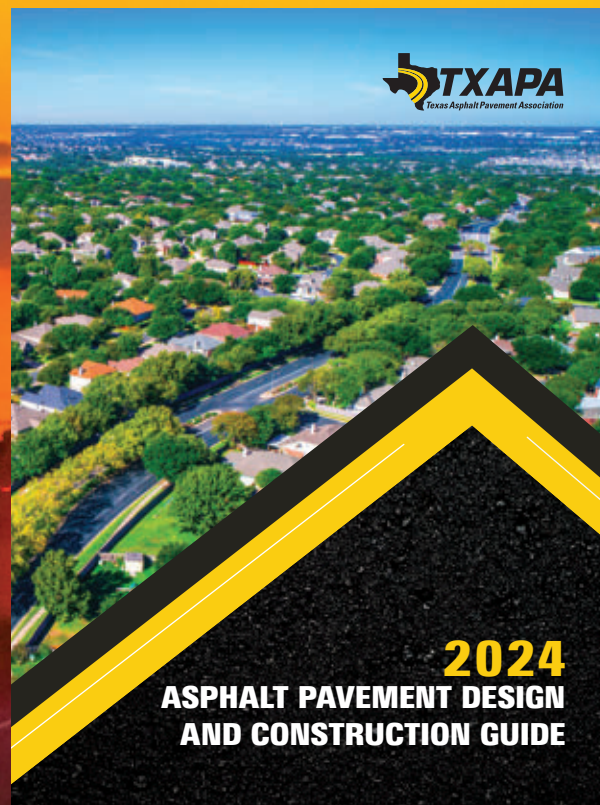
have a significant impact on property owners within the ETJ.

We at Westward have assisted many clients with submitting petitions for removal from the ETJ under SB 2038. Until recently, Cities have processed these petitions in an orderly fashion. About a month ago, in a pre-development meeting with the City of Hutto, we learned they would not accept our petition. In that case, our client did not proceed with submitting the petition. Since then, we have received an outright denial from a city in north Texas. The law clearly states that if the City does not approve the petition, the property is released by order of law. It has been our position (with legal consultation) that the denial from the City still constitutes removal from the ETJ. Our client met with the City manager, who denied the request and verbally agreed that the property had been released by law. One issue with this situation is that the interlocal agreements with the counties typically require that for the County to process any authorizations, such as driveways or septic permits, the City first approves the development. Since the City has denied the petition on paper, it is currently unclear if these Counties will recognize that the property is no longer within the ETJ and, therefore, not subject to City regulations or the interlocal agreement. We continue to work through this situation and expect to see more of this around the State as Cities try to push back on the state legislature.

It is our professional opinion, based on our extensive experience and understanding of the current legal landscape, that any property owner within the ETJ who wishes to develop their property should strongly consider petitioning for removal from the ETJ. This is a strategic move that could significantly impact on your property rights and development plans. ☺



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# BEATING THE HEAT: TXDOT'S SUMMER SAFETY PLAN



AS TEMPERATURES SOAR, THE TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) GEARS UP FOR ITS ANNUAL SUMMER SAFETY CAMPAIGN

**S**am Salazar, the Occupational Safety Division Director at TXDOT, sat down with TXAPA to discuss the critical strategies and practices that keep their workforce safe during the hottest months of the year. Salazar's insights reveal a blend of proactive measures, historical lessons, and innovative practices that ensure the well-being of TXDOT employees.

**DRINK:  
8 oz.  
OF WATER EVERY  
15  
MINUTES**

"Every year, we run a summer campaign at TXDOT," Sam Salazar began. "It's essential to highlight why we focus on summer because the heat, physical exhaustion, and complacency contribute to our deadliest months. Historically for TXDOT, the highest number of fatalities for our workers happen in July."

## UNDERSTANDING THE SUMMER CHALLENGES

Salazar emphasizes that summer is not just busy for TXDOT but for everyone working on pavement. "The heat impacts us all," he noted. "We can't do any work if our workforce is down, so we have to be proactive."

Since 1997, TXDOT has run the "Safe Days of Summer" campaign, initially covering May 1 to August 31, totaling 123 days. "These campaigns aim to keep safety at the forefront for our teams and the industry," Salazar explained. "We remind everyone that the potential for injuries, collisions, and fatalities really increases during the summer."

He added that longer summer days means more exposure to hazards. "With longer days, there's more potential to get work done, but it also means more workers on foot, more exposure to motorists, and more equipment operating within work zones. We focus on keeping our workers safe and making sure

# 3 Parts of a Habit

## Knowledge



## Skill



## Commitment



## Watch the video



everyone understands that summer is one of the deadliest times for roadway maintenance construction workers.”

### EVOLVING STRATEGIES

When it began, TxDOT’s campaign was known as the “123 Safe Days of Summer,” but Salazar noted that operations often extend into September and even October. “We realized September 1st feels a lot like August 31st,” he says. “So, we dropped the ‘123’ and just called it the ‘Safe Days of Summer.’ We understand that even April and September can see heat-related injuries.”

Salazar recalled his own experience with heat acclimatization. “When I was younger, I could withstand the heat better. We didn’t have AC growing up, just a water cooler unit. Transitioning in and out of the heat was easier back then.”

### HYDRATION AND COOLING STRATEGIES

Today, many of the younger workforce have grown up with air conditioning, making acclimatization crucial. The body must adjust to working in the heat, and it happens over a period of time. “Hydration is key,” Salazar

**USE:  
1-TO-3  
RATIO  
OF ELECTROLYTES  
TO WATER**

stated. “You can’t just make up hydration on the spot; you have to hydrate before you get there and replenish throughout the day. This year’s campaign theme is ‘Safety is a Habit,’ and one of the habits emphasized is the importance of hydrating the night before for the workday ahead.”

TxDOT implements hydration huddles to ensure workers drink enough water. “Workers should drink about 8 ounces every 15 minutes when working in excessive heat,” Salazar explained. “That potentially translates to 2.5 to 3 gallons of water per worker per day. Each work unit will set specific times for these

huddles to take the guesswork out of it and ensure everyone is hydrating properly.”

The hydration huddles can be formal or informal, with reminders over the radio. TxDOT also mixes in electrolytes, maintaining a one-to-three ratio of electrolytes to water. “Too much water or too many electrolytes can be harmful, so balance is key,” Salazar adds.

### COOLING STATIONS AND PROTECTIVE GEAR

TxDOT is also starting to use cooling stations, which can range from trailers with water

**IT’S ESSENTIAL TO HIGHLIGHT WHY WE FOCUS ON SUMMER BECAUSE THE HEAT, PHYSICAL EXHAUSTION, AND COMPLACENCY CONTRIBUTE TO OUR DEADLIEST MONTHS.**



# HYDRATION



## WHEN WORKING IN EXCESSIVE HEAT:



### DRINK 8 OZ.

OF WATER EVERY  
15-20 MINUTES.

THAT'S 2.5 TO 3 GALLONS  
PER PERSON PER SHIFT

## ELECTROLYTES

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HAVE 1 SERVING OF  
AN ELECTROLYTE  
DRINK FOR EVERY 3  
SERVINGS OF WATER.

## GET HYDRATED



Hydration starts the day before working in the heat and includes consuming water rich fruits and vegetables. Avoid these items:



Sugary drinks



Caffeine



Alcohol

## STAY HYDRATED



Dehydration can sneak up on you. Drink enough water to stay hydrated throughout the day. Monitor hydration levels by:



Checking the  
color and volume  
of your urine.



Looking for  
dehydration  
signs.



Using Hydration  
Huddles to check  
in and drink H2O.

## DEHYDRATION SIGNS

- Extreme thirst
- Less frequent urination
- Dark-colored urine
- Fatigue
- Dizziness
- Confusion

## HEAT EXHAUSTION SIGNS

- Heavy sweating
- Faintness
- Dizziness
- Fatigue
- Weak, rapid pulse
- Muscle cramps
- Nausea
- Headache

## HEAT STROKE SIGNS

- A core body temperature of 104° F (40° C) or higher.
- Confusion, slurred speech, irritability, delirium, seizures.
- You may feel sick to your stomach or vomit.
- Throbbing headache, rapid pulse & breathing, red skin.

coolers and benches to tents with chairs and fans. "These stations provide a place for workers to take breaks and replenish. The stations are also a good spot to consume hydrating fruit like watermelon or cantaloupe," Salazar says.

In addition to hydration and cooling strategies, TxDOT continually tests new garments designed to keep workers cooler. "We've been using ANSI reflective shirts for about 10 years," Salazar shares. "We found that segmented tape is more breathable, and we're experimenting with different fabrics and fits. This summer, we're piloting a newer material that seems to be working well."

TxDOT also tests new hard hats to ensure adequate airflow while providing protection. "Head injuries can be devastating, so we want to make sure our hard hats offer protection and comfort," Salazar explained. Employee feedback in testing these products is vital in identifying the best options for our workforce.

**HYDRATION IS KEY,  
YOU CAN'T JUST MAKE  
UP HYDRATION ON  
THE SPOT; YOU HAVE  
TO HYDRATE BEFORE  
YOU GET THERE  
AND REPLENISH  
THROUGHOUT THE DAY.**

#### COMMITMENT TO SAFETY

Salazar stresses that taking care of workers physically fights complacency. "Heat-related illnesses can lead to disorientation and complacency, which is dangerous in our industry," he said. "More motorists on the road during summer also mean more distractions and potential hazards in work zones."

Thoughtful planning, clear communication, and allowing workers to call timeouts when needed all contribute to a safer work environment. "The best way to combat complacency is with commitment," Salazar asserted. "Empowering workers to call timeouts and ensuring everyone understands the plan helps maintain safety and productivity."

#### LOOKING AHEAD

Salazar believes the modern workforce expects a certain level of structure and organization around safety. "Interns, for example, undergo specific training and supervision to ensure their safety," he said. "We take care of them because their families entrust them to us. We want them to have a positive experience and potentially come back to work with us."

In summary, TxDOT's approach is about controlling what is within their control, anticipating the unknowns, providing the right

options for their workers, and ensuring their safety and comfort. "We start early, plan intentionally, and maintain a focus on safety throughout the summer and beyond," Salazar concluded. "With continuous improvement and feedback, we're committed to protecting our workforce and keeping them productive."

Through proactive measures, innovative practices, and a commitment to safety, TxDOT ensures that their workers remain safe and effective, even under the blazing Texas sun. ☀

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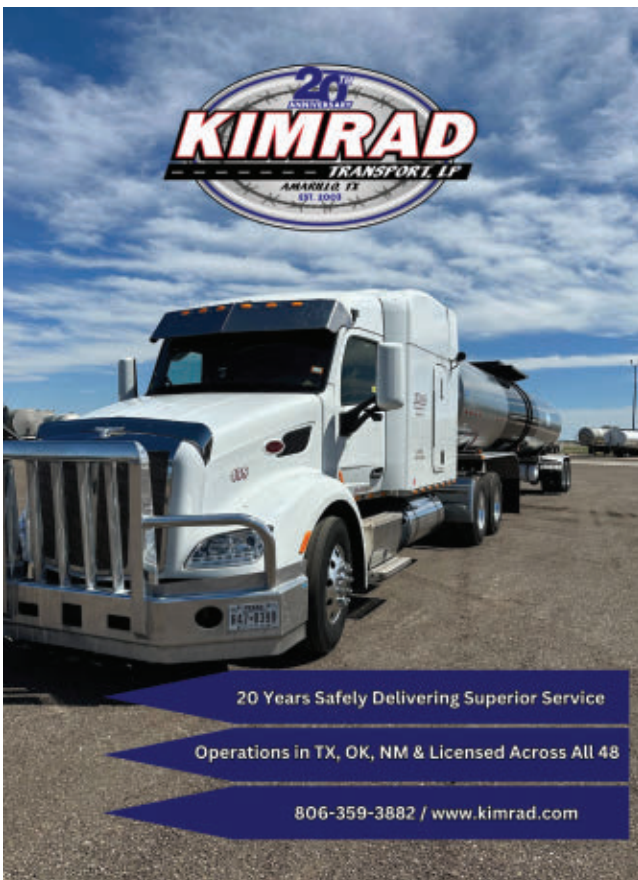
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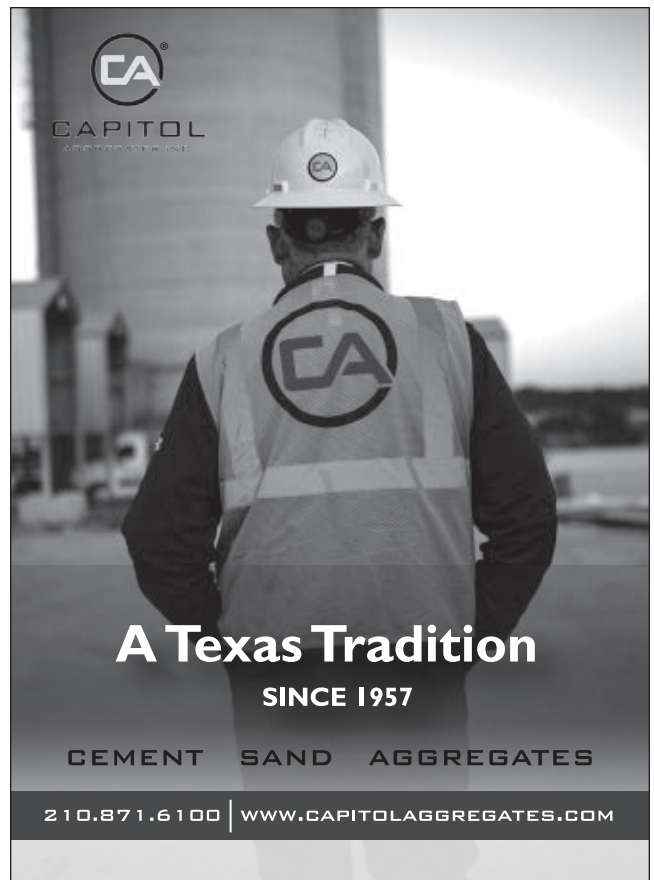
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# WE BUILD TEXAS ROADS

## A PATHWAY TO A BRIGHT FUTURE

BY KATIE HORTON, TXAPA

**T**he We Build Texas Roads partnership, a collaborative initiative among the Texas Asphalt Pavement Association (TXAPA), Associated General Contractors of Texas (AGC), Texas Aggregates and Concrete Association (TACA), and the Texas Department of Transportation (TxDOT), aims to raise awareness of career opportunities in the heavy highway construction industry in Texas. This initiative focuses on creating sustainable career pathways from the classroom to the job site, targeting the hardworking, aspirational, and tenacious younger generation. As the workforce evolves, so must recruiting efforts, making it crucial to reach students as young as sixth grade and educate them about the endless opportunities available in the industry.



Launched in May 2023, the We Build Texas Roads initiative has made tremendous strides in achieving its goals. The initiative is built on three key pillars: an extensive online presence with the “See Where You Fit” quiz, the Workforce Rangers program, and a comprehensive CTE Curriculum.

### ONLINE PRESENCE: DRIVING AWARENESS AND ENGAGEMENT

The first pillar of the We Build Texas Roads initiative focuses on creating an engaging online presence to build awareness, drive traffic to the We Build Texas Roads website, and increase visibility to grow the task force. An engaging online presence is crucial for attracting people to participating companies’ hiring pages via the We Build Texas Roads quiz. This digital strategy helps connect potential job seekers with opportunities in the heavy highway construction industry.

### WORKFORCE RANGERS: INSPIRING THE NEXT GENERATION

The second pillar of We Build Texas Roads is the Workforce Rangers program. This grassroots effort enlists industry professionals to educate and encourage the next generation. Workforce Rangers meet with students, educators, job seekers, and community groups across the state to raise awareness of career opportunities





in the heavy highway industry. A new addition to this program is the Workforce Rangers Regional Captains, hand-selected individuals who meet with the task force quarterly to report on regional activities. This system ensures that the task force remains updated on the Rangers' efforts across Texas.

### HIGH SCHOOL CTE PROGRAMS: BUILDING A CURRICULUM

The third pillar involves developing a high school curriculum for CTE programs. These programs, present in public schools across Texas, prepare students for the workforce by offering a variety of career paths, such

as Agriculture, Architecture, Finance, Health Science, Law and Public Service, and many more. However, there is currently no CTE curriculum focused on heavy highway construction in Texas. We Build Texas Roads aims to fill this gap by developing the first CTE curriculum dedicated to this field, providing students with the knowledge and skills needed to pursue careers in heavy highway construction.

### RECAP OF THE FIRST HALF OF THE YEAR

The initial months of 2024 were packed with excitement as we brace for an even more action-packed second half. One notable event

was the Workforce Rangers' gathering at TxDOT's Austin District office, where they hosted a job fair for individuals of all ages, backgrounds, degrees, and experience levels interested in heavy highway construction. This event was incredibly impactful, fostering many meaningful connections. While the initiative primarily targets students, educating parents, educators, job seekers, and all other demographics about the industry holds immense value.

Another significant event, the Hays CISD CREW Day, was tailored for juniors and seniors in the Hays County area. Students participated in the "See Where You Fit" quiz and explored job openings in their regions. The We Build Texas Roads booth attracted many students, providing them with valuable insights into the heavy highway construction industry. It was truly inspiring to witness the enthusiasm of these students as they explored new job opportunities and areas they might not have known about before. Their eagerness to learn and discover potential career paths in heavy highway construction was a testament to the initiative's impact and the bright future of the industry.



We Build Texas Roads Website QR Code

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## LOOKING AHEAD

Since its inception, the We Build Texas Roads initiative has seen significant growth, change, and innovation. The goal is to continue this upward trajectory, educating and inspiring the upcoming generation of the workforce.

Please explore the We Build Texas Roads website. Take our “See Where You Fit” quiz to learn more about possible job opportunities and see the latest job postings from participating companies.

Don't forget to check out the Workforce Ranger Resource page. Here, you will find printable flyers, the Go-Kit Event Planning Guide, upcoming Workforce Ranger events, and most importantly, the Workforce Ranger sign-up form. Explore and share these resources to help spread the word about the We Build Texas Roads initiative.

For more information, please reach out to our Volunteer Coordinator, Katie, at [khorton@texasasphalt.org](mailto:khorton@texasasphalt.org). 📧



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Women of Asphalt Texas Steering Committee members Angie Hogan, McCourt Equipment (L) and Vice Chair Luiza Barros, Texas Materials (R) team up for GradFest 2024.

# WOMEN OF ASPHALT AT TARRANT COUNTY COLLEGE GRADFEST 2024

**O**n April 29, 2024, Women of Asphalt Texas Branch representatives Angie Hogan from McCourt Equipment and Luiza Barros from Texas Materials Group, Inc. participated in the Tarrant County College GradFest 2024. The event took place at the Tarrant County College South Campus in Fort Worth, Texas, from 10:30 a.m. to 1:30 p.m.

The GradFest saw the participation of approximately 35 students from the college,

who were either pursuing their associate degrees in various fields or obtaining their Construction Management Technology Certificates. The young attendees were at a pivotal point in their lives, deciding between continuing their education or stepping into the workforce.

Angie and Luiza engaged with the students, distributing Workforce Ranger fliers designed to help them identify their career profiles. They also introduced the students to the “We Build

Texas Roads” website, a valuable resource for finding job opportunities in the asphalt industry. Through interactive conversations, Angie and Luiza shared their personal experiences in the asphalt industry and highlighted the diverse career paths available.

The event provided a significant opportunity for Women of Asphalt Texas to inspire and guide the next generation of professionals, emphasizing the rewarding career options within the asphalt industry.

# FROM ROCK TO ROAD: TEXAS STATE SUMMER TRANSPORTATION CAMP



**O**n June 25, 2024, Women of Asphalt representatives Jennifer Long from CSA Materials, Inc. and Luiza Barros from Texas Materials participated in the Texas State Summer Transportation Camp 2024 hosted by the Ingram School of Engineering. The event took place at the Roy F. Mitte building in San Marcos, Texas, from 1:00 p.m. to 3:00 p.m. and was attended by more than 20 enthusiastic students.

The session began with introductions, followed by an engaging 'Rock to Road'

presentation. Jennifer and Luiza educated the students on the journey of constructing a roadway, starting from locating aggregates, moving through materials testing, and the production of hot mix, to the final laydown and construction process.

To make the learning experience interactive, Luiza designed an online quiz based on the presentation. The students responded eagerly, showcasing their enthusiasm and competitive spirit. Additionally, materials from both CSA Materials and Texas Materials were brought in to simulate the mix design process.

The students participated in a hands-on competition, combining various aggregates, screenings, and RAP in mason jars. The goal was to achieve the heaviest jar with minimal air voids, applying their newfound knowledge of aggregate properties, gradation, mix design, and compaction.

The event was a resounding success, providing a fun and educational experience for everyone involved. Jennifer and Luiza's efforts not only educated but also inspired the next generation of potential industry professionals. ✨



Women of Asphalt Texas Branch Chair Jennifer Long, CSA Materials (L) and Vice Chair Luiza Barros, Texas Materials (R) planned a comprehensive presentation and interactive games to engage students at Texas State's Summer Transportation Camp.



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For TXAPA event registration options, go to [texasasphalt.org/events](https://texasasphalt.org/events).

*\*TXAPA Exhibiting at Event*

## SEPTEMBER 9 - 12, 2024

49th Annual Meeting of the Texas Asphalt Pavement Association  
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## SEPTEMBER 18 - 20, 2024

ASCE Texas Civil Engineering Conference (CECON)  
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## SEPTEMBER 23 - 25, 2024

Women of Asphalt Texas Branch Meeting - East Region  
Rayburn Country Resort,  
Brookeland, TX

## SEPTEMBER 23 - OCTOBER 9, 2024

Engineer Asphalt Essentials virtual course meets six times from 8:00-11:00 AM, M-W.  
Class dates: Sept 23, 25, 30, Oct 02, 07, 09.

## SEPTEMBER 24 - OCTOBER 10, 2024

Inspector Asphalt Education virtual course meets six times from 8:00-10:30 AM, Tuesdays and Thursdays. Class dates: Sept 24, 27, Oct 1, 3, 8, 10.

## OCTOBER 9 - 11, 2024

Texas Municipal League Conference  
George R. Brown Convention Center, Houston, TX (Visit our exhibit booth!)

## OCTOBER 28 - 30, 2024

Texas Association of County Engineers and Road Administrators (TACERA)  
Hilton College Station Hotel and Conference Center, College Station, TX (Visit our exhibit booth!)

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Apr. 3-4  
May 1-2

Jun. 4-5  
Jul. 1-2  
Aug. 7-8

2025  
Jan. 7-8

Sept. 4-5  
Oct. 8-9  
Nov. 5-6  
Dec. 2-3

2026  
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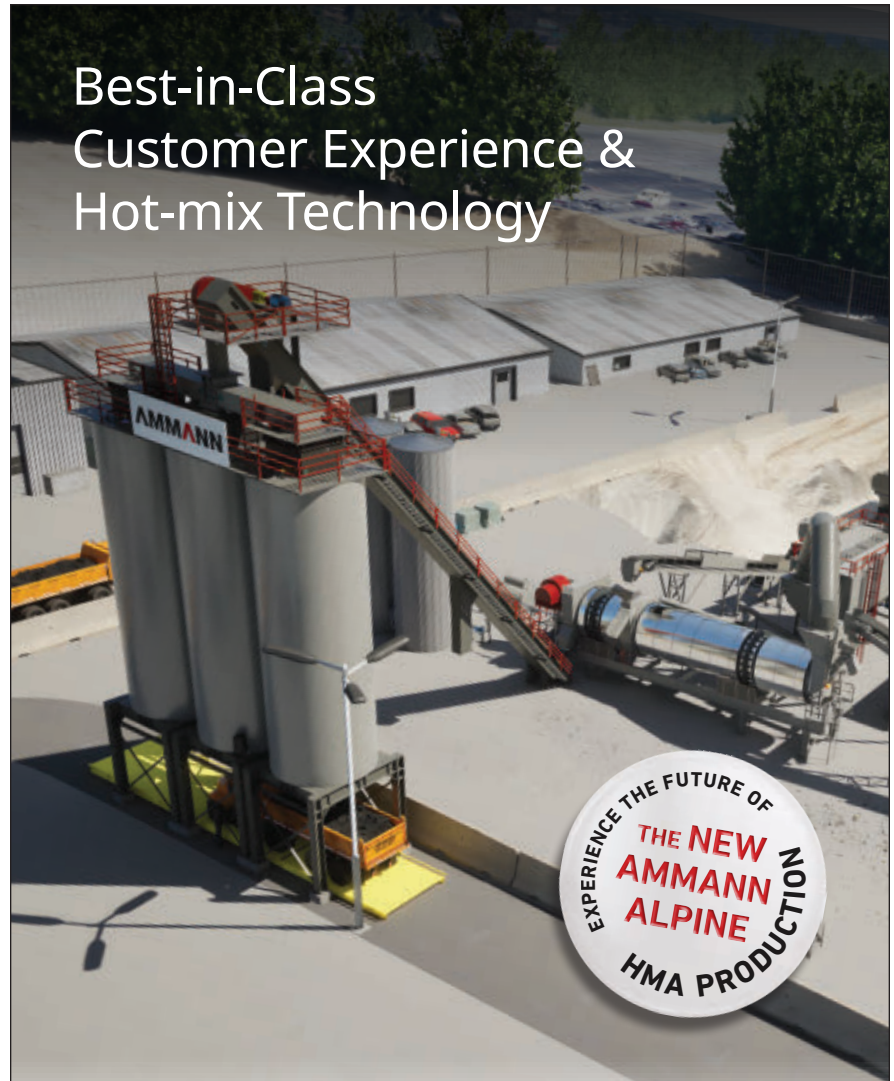
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