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Volume 30
Number 1
SPRING 2025

IN FOCUS: NAPA Care

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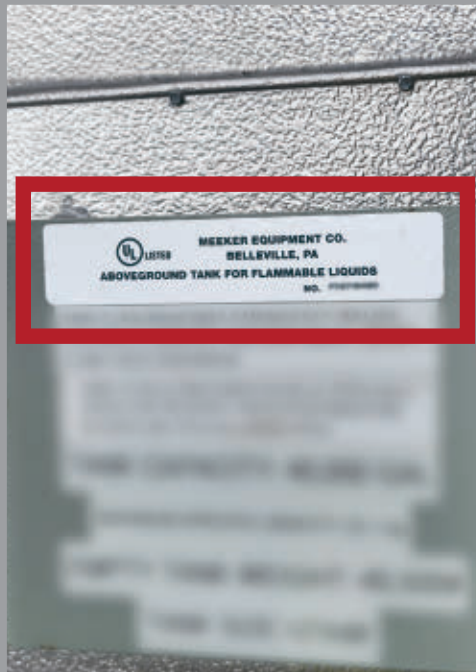
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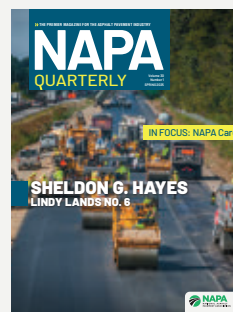
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AERIAL VIEW OF LINDY PAVING EQUIPMENT AS IT WORKS ON INTERSTATE 90, A PROJECT THAT EARNED LINDY THE 2024 SHELDON G. HAYES AWARD. PHOTO BY LINDY PAVING

Diamond window shifts to April

To better allow members to market their achievements, NAPA has permanently shifted the Diamond Commendation application window to April to August Show off your dedication to best practices in quality, safety, and excellence with a Diamond.

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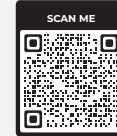
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In the entertainment industry, spring is awards season, full of glitz and glamour. In pop culture, we celebrate the people, films, and music that move us to cry or laugh or just feel good.

But when we talk about being moved, there's just one way people and products truly get from here to there, whether it's the last mile or the whole journey: asphalt pavement. (After all, we cover some 94% of road surfaces.)

Our industry's performance stands the physical tests of time: weather and traffic. Our reward is the good, meaningful work of keeping America moving.

Yet, we do take time to celebrate our industry: the people who propel our companies, the projects that shine among the very best. That's plenty of reason to celebrate!

In this issue, we share celebrations from our recent 2025 Annual Meeting in Maui, where Lindy Paving scored its record sixth Sheldon G. Hayes Award for the best highway pavement (p. 28) just after inducting our 2025 Chairman (p. 14). Our recognition of excellence didn't end there, so be sure to peruse this entire issue to celebrate other award winners – and get your submissions for Diamond Commendations in on the new timeframe (p. 8).

Recognizing excellence in our industry and the role we play in the nation's economy bring into focus what lies ahead: the expiration of the Infrastructure Investment & Jobs Act (IIJA). Although IIJA doesn't officially expire until September 2026, our work has already begun to lay the foundation for its successor.

Part of that work is bringing every NAPA member into the important conversations we have with lawmakers. Our collective voice is strong – and absolutely necessary – to help Members of Congress and the Administration appreciate our commitments to communities across America.

Last year, we launched Pavement, Policy + Politics to keep interested members updated on advocacy events and legislative activities as they happen. We also scored a record-breaking year for the PAC. But we aren't stopping there.

Amplifying our voice to Congress and the Administration is too critical for our companies, our workers, our infrastructure, and American families. We're asking each of you to get involved.

NAPA member company employees should sign up for the no-cost Political Advocacy Member Council (PAMC) to receive Pavement, Policy + Politics along with other advocacy alerts and, especially, the opportunity to participate in critical conversations. Your input informs our advocacy efforts, including NAPA PAC (p. 22). We each have a stake in this work – please make your voice heard.

Besides predictable funding, we're also calling on lawmakers and regulators to do more to protect workers. We made headway in IIJA with the inclusion of Work Zone Safety Contingency Funds. But rolling out those dollars to states has been slow. We still have work to do to impress upon decision-makers the important contributions our workers make and why we must invest in protecting them. Your contributions matter here, too, starting with our annual Watch For Us campaign alongside National Work Zone Awareness Week (p. 24).

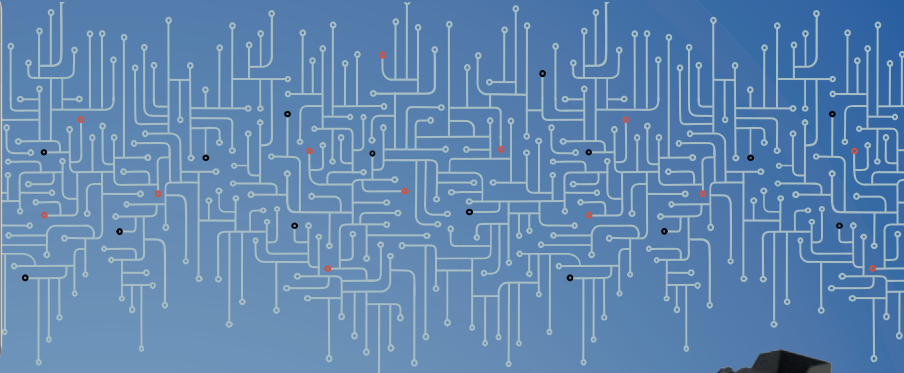
People are the heart of the asphalt pavement industry. Let's celebrate and protect them, and their futures. ■



2025 Chairman Pat Nelson (left) thanks 2024 Chairman Brady Meldrem following the passing of the gavel.

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LEADING THE CELEBRATION

PAT NELSON SET TO STEER NAPA TOWARD NEXT HIGHWAY BILL

BY TY JOHNSON
EDITORIAL DIRECTOR



NAPA Chairman Pat Nelson likes to say he got into the asphalt business the old-fashioned way.

"I married the boss' daughter," he laughed, recounting a 30-year career spent at Lehman-Roberts.

"It was probably a little self-serving in that he wanted his future son-in-law to have gainful employment. It didn't take me long to really fall in love with the industry, but the thing I fell in love with most was the people," Nelson said. "I love what we do. I love that we get to build. I love that we help people get to schools and hospitals and churches and synagogues every day."





“I love what we do. I love that we get to build. **I love that we help people get to schools and hospitals and churches and synagogues every day.**”

– NAPA Chairman Pat Nelson

That love and pride in what the industry does led Nelson to appreciate how Lehman-Roberts’ asphalt mix plants and pavers are building and rebuilding the critical infrastructure of the nation.

“There’s nothing in this country that doesn’t move somewhere on a truck. All those Amazon boxes don’t mysteriously appear on your front porch. It’s because a truck drove across asphalt

to get it there,” he said. “It’s pretty amazing that our relatively small industry gets to have such an outsized impact on the communities where we live and work.

“At Lehman-Roberts, we say our mission is to help communities where we live and work to thrive. The first way is that we provide the infrastructure that acts as a catalyst for thriving communities.”

Nelson sees a lot of value in taking that perspective to Washington, DC, to share it with the legislators charged with funding infrastructure. He has made no secret about it being a major priority for NAPA during his Chairmanship, which will mark the last full year of the Infrastructure Investment & Jobs Act.

“I want to begin to weave into NAPA’s DNA a regular drumbeat of advocacy that becomes a part of our identity,” he said.

Pat Nelson, president of Lehman-Roberts, a Granite company, ascended to Chairman of the NAPA Board of Directors during the NAPA 2025 Annual Meeting in February.



Nelson speaks to emerging leaders during the IMPACT Leadership Group meeting at NAPA Annual in Maui. Nelson has said guidance from mentors like Rick Moore, Peter Wilson, and Robert Davidson helped him to find his path to leadership.

AN INDUSTRY WORTH CELEBRATING

“There’s really a giving spirit within our industry,” Nelson says. “And whether it’s talking about work zone safety, safety in general, or mental health, there’s no trade secrets there. We’re all invested in those things and we can help each other.” Nelson said he sees evidence of that spirit across the industry, from the smallest companies to the largest.

“There’s something about the culture that permeates the companies in our industry and those values seem to bubble to the top at almost all the member companies,” he said. “Whether they’re huge public companies or mom-and-pops, they value hard work, doing the right thing for their communities, and doing the right thing for their employees.”

The industry’s investment in workers pays off in other ways, too, Nelson said, the asphalt industry has countless examples of generational families who continue to serve in values-based companies.

“There’s just something unique about our industry and I think it comes back to those core values,” he said. “I wish I knew what that secret sauce was. I’ve never put my finger



on it but I do think it’s worthy of noting and celebrating.

“It’s also worth issuing a challenge to not lose it as the industry continues to consolidate. Let’s challenge the industry to continue pouring into the younger folks that are coming up our ranks and make sure we continue to treat people like human beings. Let’s make sure that we preserve that for the next generation.”

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Nelson talks with House Transportation & Infrastructure Committee Chairman Sam Graves during the NAPA Board of Directors dinner in February. Graves was granted a waiver to continue leading the T&I Committee in the 119th Congress.

“We can’t make Congress do it, but we can sure swing for the fences, and the way to do that is to have a voice in the room.”

knowledge about the complexities of surface transportation funding, Nelson ascends to the Chairmanship with an excellent opportunity to set the stage for the country’s next highway bill.

Nelson said he’s excited about the direction the NAPA Government Affairs team is heading, citing a banner year for NAPA PAC in 2024 that saw NAPA members host more Congressional plant tours in one month than in any previous year in recent memory.

He also said he is doing his homework, having reviewed the last five highway bills dating back to 1998’s Transportation Equity Act for the 21st Century (TEA-21). His research gave him insight on how continuing resolutions have filled gaps

in the past and how those temporary funding agreements have often hamstrung progress.

Nelson said while avoiding the pitfalls of previous highway bills is foremost in his mind, he can only make sure that the industry is heard on the issues that affect it most.

“We can’t make Congress do it, but we can sure swing for the fences,” he said. “And the way to do that is to have a voice in the room.”

PAVING THE WAY FOR COMMUNITY

Lehman-Roberts has a storied history reaching back to its founding in 1939, when it paved its first street in Memphis. Sister company Memphis Stone & Gravel officially joined the family in 1972, and the two companies were acquired by Granite Construction in 2023.

Together, they have earned three straight Operational Excellence Awards for Community Involvement on the strength of their employee-led community service projects, which kick off each January with a Martin Luther King, Jr. Day of Service.



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In September 2024, Nelson participated in Hill Day programming, learning alongside industry peers about the finer points of advocacy before heading to Capitol Hill for meetings with lawmakers. Nelson has said he'd like to see advocacy woven into the fabric of everything NAPA does.

"We believe that our communities are healthiest when the city is healthiest. It's really a faith-based principle for me, personally, but I believe that it rings true. We invest in what we call Mission Partners who are particularly gifted in those areas," he said.

"On MLK Day, it's all hands on deck for a day of service with some of those mission partners. This year, it was 15 local non-profits. We also host additional service projects with others throughout the year as well. The thinking is that if we can be a partner with them to help them be successful, then we're all winning. It's an investment back in our business: Our area of the Mid-South is prospering so we don't only see it as altruistic."

Supporting communities also includes the team members of Lehman-Roberts and Memphis Stone & Gravel. Nelson said the passing of a worker in 2021 revealed to him the severity of the construction industry's high rate of suicide.

"It's a huge problem in our industry," Nelson said. "It might even be a more direct danger to workers than work zone intrusions."

Nelson said he learned about the depths of the construction industry's issues with mental health

from Ajax Paving Industries of Florida President Vince Hafeli. Nelson said Hafeli brings an authenticity to his work that he'd like to emulate while NAPA Chairman. He was particularly encouraged by Hafeli's implementing of mental wellness practices at Ajax based on what he learned during his graduate work on mental health in the construction industry.

"Vince is particularly passionate about this issue because of his own personal story," he said, referring to Hafeli's book, *Mental Health and Suicide: My personal story and the stories of those left behind, with a deep dive into the construction industry*. "I appreciated his willingness to be vulnerable enough to share that. When I think about why he's making an impact in our industry, it's really his vulnerability and conviction.

"Those are great leadership principles, whether you're talking about mental health and suicide, or work zone safety, or continuous improvement in our organizations: Being humble and sharing 'Here's what I learned and here's how we're going to try and do it going forward.' That's a great model for leadership." ■

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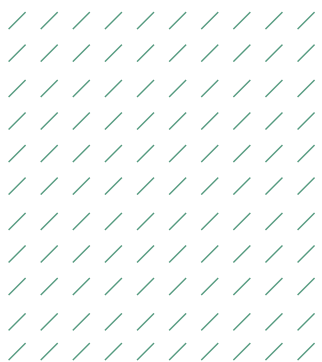
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Rep. Chris Pappas (D-NH) meets with Pike Industries personnel at a job site.

PAVE IT PAC



In 2008, the year NAPA first organized its Political Action Committee, total spending across all candidates running for seats in the U.S. House of Representatives topped out at about \$945 million according to data from the Federal Elections Commission (FEC).

In 2024, that spending total was nearly twice as much: \$1.88 billion.

The numbers illustrate just one way that the political landscape has changed since NAPA PAC was first established, but the PAC itself has changed, as well.

Between its inception and 2023, NAPA PAC was buoyed by a few more than three dozen contributors, who steadily put up two-year fundraising totals that fell within the \$75K to \$90K range.

But in the most recent fundraising cycle, 120 donors contributed \$140K toward the PAC, thanks to a renewed push from NAPA leaders under the guidance of Vice President for Government Affairs Nile Elam.

It's also a trend that NAPA Chairman Pat Nelson plans to champion during his tenure.

"I'm excited about the direction of our Government Affairs team and I think the timing couldn't be better," Nelson said. "One of the things I'm going to ask the industry to do this year is to invest significantly in the PAC to sustain it going forward. Whether we like it or not, that's how we get a voice, and that's how we make an impact on Capitol Hill: through campaign contributions that come through the PAC."

Nelson points to the increases in contributions, and in PAC spending, as well as the 15 plant tours NAPA members hosted with members of Congress in 2024 as proof that NAPA PAC is gaining momentum.

"We hadn't done 15 plant tours in a year in I don't know how long, and we recently did 10 in a single month," he said. "What changed? Well, we started making investments in these relationships so that when you pick up the phone, the member of Congress says 'Yeah, I'd love to come see what you're paving.' They remember they had to put on the personalized protective equipment (PPE) and safety glasses and the hard hat: It makes an impression."



Chairman of the House Committee on Transportation & Infrastructure Subcommittee on Highways & Transit David Rouzer (R-NC) visited Fred Smith, a Construction Partners, Inc. company, in October 2024.



Rep. Marcus Molinaro (R-NY) tours a Peckham Industries asphalt binder terminal.

Nelson said NAPA's steadfast relationship with Rep. Sam Graves (R-MO) at the helm of the House Transportation & Infrastructure Committee in the 119th Congress is another feature of enhanced PAC work.

"He's going to continue to be our T&I Chairman, and by the way, he's a huge NAPA fan," Nelson said. "My hope is that five years from now when everyone in the asphalt pavement industry is sitting down in December and making out the family budget for the next year, that there's a line item for NAPA PAC.

"It's an investment. For some folks, that's 50 bucks and for some people it's five thousand. **It doesn't matter how much you give – even a small contribution can have huge impact on our future.**"

– NAPA Chairman Pat Nelson

There's no reason it shouldn't be because this is how we make our living. It's an investment. For some, that's 50 bucks and for some people it's five thousand. It doesn't matter how much you give – even a small contribution can have huge impact on our future." ■

TRUMP TRANSITION

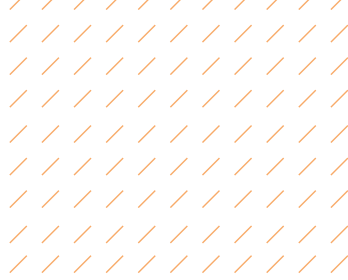
President Donald Trump's second term is kicking into high gear now that his cabinet picks have been confirmed, including Department of Transportation Secretary Sean Duffy.

NAPA sent a letter to the leaders of the Senate Committee on Commerce, Science & Transportation in support of Duffy, a former Congressman, in January. Duffy's nomination received unanimous support from the committee ahead of the full vote, which delivered a bipartisan 77-22 result.

"We are thrilled to see the Senate confirm Duffy with overwhelming support to lead the Department of Transportation," said NAPA Vice President for Government Affairs Nile Elam. "NAPA has already met and shared collateral with his transition team at the agency and we look forward to working with the secretary as hit a pivotal time for highway funding and future program authorization."

Following the vote, Transportation & Infrastructure Committee Chairman Sam Graves (R-MO) congratulated Duffy on his confirmation.

"I want to congratulate Sean Duffy on his confirmation to serve as the next United States Secretary of Transportation. I am confident that under the Secretary's leadership we can improve America's infrastructure by focusing our investments on core projects like roads and bridges, streamlining project delivery, and getting the Department back to the fundamental missions of federal transportation programs – moving people and goods safely and efficiently," Graves said. "President Trump is a builder and a strong supporter of infrastructure, and I look forward to working closely with Secretary Duffy to help carry out the President's vision for the nation's transportation network as we begin efforts to craft the next surface transportation bill."



NEAR-HITS & NAPA CARE

AFTER A CLOSE CALL, VINCE HAFELI ISSUES A CHECK. AND A CHALLENGE.



Looking back, Ajax Paving Industries of Florida's Vince Hafeli said he just remembers how grateful he was to sit in the emergency room with his employee a few hours after the incident on Oct. 22.

A similar work zone intrusion about a year earlier had claimed a life, and Hafeli was all too aware of how the consequences could have been much more than one injury. According to Hafeli, if the impaired motorist had entered the work zone just seconds earlier, the vehicle would have hit a worker before striking the paver. A few minutes earlier and the entire paving crew would have been in danger as they worked on the joint.

Hafeli said he got past the bitterness of knowing a months-long recovery awaited his injured worker by focusing on his ability to sit and listen with him in the emergency room and observe his positive attitude just hours after the incident.

Hafeli wrote a letter to NAPA and enclosed a check payable to the NAPA Research & Education Foundation (NAPAREF) for \$7,500 – the same amount that NAPA Care pays out immediately to the families of workers at member companies who are fatally injured.

In his letter, Hafeli wrote that if NAPA's entire membership were to contribute each time a life was not lost in a near-hit, "we could perhaps grow the NAPAREF

reserves and increase the dollar amount we award to families when there is a loss."

NAPA Chairman Pat Nelson heard about the letter and the donation, and shared it with his network, explaining that this was an industry-wide call to action.

"This inspiring demonstration of gratitude is a call for all of us to respond similarly," he said.

Hafeli closed his letter with three hopes:

1. "I never have to send another \$7,500.
2. I never have to notify NAPA on behalf of a family member that we lost someone.
3. Other members will follow Ajax's lead." ■

NAPA CARE EMERGENCY BENEVOLENT FUND

NAPA Associate Members established the **NAPA Care Emergency Benevolent Fund** to support the family of a NAPA member employee who suffers a fatal accident while working in the line of duty. The family may be eligible to receive an immediate, tax-free cash benefit from the NAPA Care Fund.

The Fund is administered by the National Asphalt Pavement Association Research and Education Foundation (NAPAREF) and was initiated by the Associate Member Council. Through the generous financial support of NAPA members,

the fund has benefited 38 families since 2012, providing a helping hand in the midst of a tragedy and sending the message that the industry cares.

The NAPA Care Fund relies on donations from NAPA member companies and individuals to ensure that NAPAREF can continue to provide emergency financial support to our workers. Direct tax-deductible donations can be made to the fund. Additional funds are raised through special events and fundraisers.

All donations to the NAPA Care Emergency Benevolent Fund will



be made to NAPAREF and are tax-deductible as provided by law. Please consult your tax advisor for applicable tax information.

For more information, contact Melanie Richardson at MRichardson@AsphaltPavement.org.



RESPECT THE ZONE SO WE ALL GET HOME

NORTH CAROLINA TO HOST 2025 NWZAW KICKOFF



NAPA members will join with other industries April 21-25 to encourage motorists to drive safely through work zones as part of National Work Zone Awareness Week.

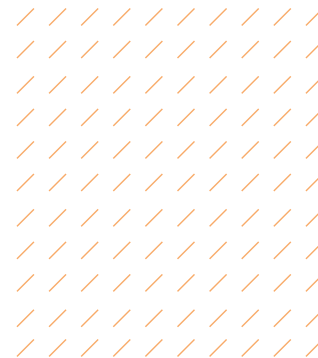
Besides the in-person event on April 22 in North Carolina, companies across the country participate through safety-minded briefings on April 21 as part of an industry-wide Stand Down for Safety, as well as a #NWZAW social media storm set for April 24.

NAPA members often encourage employees company-wide to wear orange in solidarity with roadside workers on Go Orange Day, which this year falls on April 23. Team photos of office

workers, engineers, and laborers alike pop up across social media feeds the following day, often with the #WatchForUs hashtag, NAPA's work zone safety-focused social media effort.

Government offices and local landmarks also light their exteriors in orange light during the week as part of awareness efforts. More tools for work zone safety messaging are available online at **WatchForUs**.

On April 25, NWZAW ends on a somber note, with a moment of silence for those lost in work zone intrusions. Companies are free to schedule the Day of Remembrance reflection when it's best for their workers, or at noon ET. ■



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LINDY LANDS NO. 6

LINDY PAVING EARNS RECORD-SETTING SIXTH SHELDON G. HAYES AWARD WITH I-90 WORK

BY TY JOHNSON
EDITORIAL DIRECTOR



Sheldon G. Hayes

Pennsylvania's Interstate 90 connects Ohio and New York, running alongside Lake Erie.

In the county that shares the lake's name, Lindy Paving completed a seven-mile project that earned it the Sheldon G. Hayes Award.

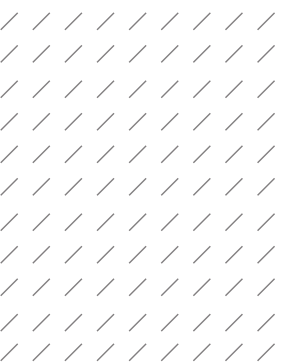
The project included the rubblization of an existing continuously reinforced concrete pavement and the placement Superpave asphalt courses to correct cross slopes and vertical alignments.

The I-90 project was a full reconstruction, and included the raising and widening of three overpass bridges, two mainline bridge replacements and the construction of a teardrop roundabout interchange, the first of its kind in the Commonwealth of Pennsylvania.

"It was something new that nobody's ever done before. It was interesting to do, but definitely a huge safety improvement," said Project Manager Phil Hannah. "The paving and the excavation part of this job was huge, as far as quantity and coordination. There were so many other things going on that Superintendent Brian Kelly and Project Engineer Jake McAndry had to deal with every day. We think of this thing almost like a skyscraper, but it's just sideways on the ground."

The full scope of the project included the excavation and placement of more than 325,000+ cubic yards of embankment and rock to widen the interstate to 12', plus drainage improvements, utility relocations, and improved highway lighting.

"This is as busy as I-90 gets up here and with the trucking to all the other jobs that PennDOT had





WINNER

LINDY PAVING INC.

SR 90 Section A30 In Erie County, Pennsylvania
Reconstruction of seven miles of Interstate 90 in northeastern Pennsylvania.

PROJECT COMPLETION DATE
Sept. 16, 2023

TOTAL TONS OF ASPHALT USED
362,092



up here that were coming out of our asphalt plant, it was a definite resource coordination to get that 360,000 tons in a truck and down the road in front of the paver. There were things that we moved to the night shift so that way we could take advantage of the plant being able to keep up with production, basically ensuring our productivity so that we can get done on time," Hannah said. "Quality comes out of that, too, because the less that we stop the paver, the better, the job is. From those two perspectives: quality and productivity, that was at the forefront of making sure that things continue at a steady pace."

That was a challenge, since most of the aggregate materials that were used on this job came from the docks in from Michigan. This

meant coordinating large loads of material at the mercy of shipping schedules.

Paving Manager Greg Tomon said it made schedule-planning all the more crucial due to the increased lead time in procuring materials.

"It was over 600 miles," Tomon said. "Those barges had to travel through the Great Lakes."

Originally predicted to be a four-year project, Lindy, as general contractor, was able to reconfigure the schedule to get a high quality pavement in place in only three years, with a cost savings to taxpayers.

The speedy completion was by design. To meet quality and production demands, a portable 400 tons per hour drum asphalt plant was placed within nine miles of the job site. Coordination between the quarries and plants

Lindy Paving won the Sheldon G. Hayes Award for its work on State Road 90 in Erie County. As part of the project, crews constructed the first teardrop roundabout interchange in Pennsylvania while managing to complete the work one year ahead of schedule.

continued on page 32



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continued from page 29



was at a premium to keep the project moving smoothly. The primary source of aggregate was barged more than 600 nautical miles from Michigan and quickly offloaded at the Erie docks. Enhanced communications between the parties prevented any project delays due to nautical traffic jams.

Lindy kept ride numbers as low as possible by using dual pavers, paving in echelon, to place the Stone Matrix Asphalt (SMA) mats while minimizing the difference in temperature between them.

The I-90 work also sailed through the requirements to achieve Pennsylvania's pavement ride quality incentive, notching an International Roughness Index (IRI) score of 28.9 inches per mile that was well below the 35 needed for the full bonus. ■



SHELDON G. HAYES FINALIST

**APAC-KANSAS INC.,
SHEARS DIV.,
A CRH CO.**

**U.S. 400 in Greenwood
County, Kansas**

Driving lanes and shoulder from the K-99 / US-400 junction east to the Wilson County line received a 1.5" overlay with a spray paver, then a second 1.5" overlay with a conventional paver.

PROJECT COMPLETION DATE
Aug. 18, 2023

TOTAL TONS OF ASPHALT USED
71,659

PHOTOS BY LINDY PAVING
PHOTO BY APAC-KANSAS

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SHELDON G. HAYES FINALIST

NORTHEAST ASPHALT INC., A WALBEC GROUP CO.

SH 60 in Dodge County, Wis.

Foam Injected Stabilized Base, Lift Overlay and Widening of 10.7 miles in Greenville.

Job consisted of milling off 5.5" of existing asphaltic material, widening the road by 3' on both sides, base stabilization with asphalt stabilizing agent, fine grading and paving of 5.5" of new asphalt.

PROJECT COMPLETION DATE
Sept. 29, 2023

TOTAL TONS OF ASPHALT USED
76,901



SHELDON G. HAYES FINALIST

PIKE INDUSTRIES INC., A CRH CO.

SR 9 in Windham County, Vermont

Full-Depth Perpetual Pavement on 12 miles between West Brattleboro and Wilmington that took three construction seasons to complete.

PROJECT COMPLETION DATE
Aug. 11, 2023

TOTAL TONS OF ASPHALT USED
125,824

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Larry H. Lemon

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E & B Paving

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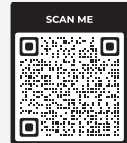
Asphalt Operations Safety Innovations

WINNER

N.B. West Contracting Co.

FINALISTS

- Gallagher Asphalt Corp.
- Lehman-Roberts, a Granite Co.
- P.J. Keating Co., A CRH Company



Community Involvement

COMMUNITY INVOLVEMENT AWARD

WINNERS

- Callanan Industries Inc., A CRH Company
- Lehman-Roberts, a Granite Co.
- O&G Industries Inc.

FINALISTS

- Barrett Paving Materials Inc., Liverpool Region
- Sully-Miller Contracting Co.
- Rogers Group Inc.
- Rieth-Riley Construction Co. Inc.



Environmental Leadership

ENVIRONMENTAL LEADERSHIP AWARD

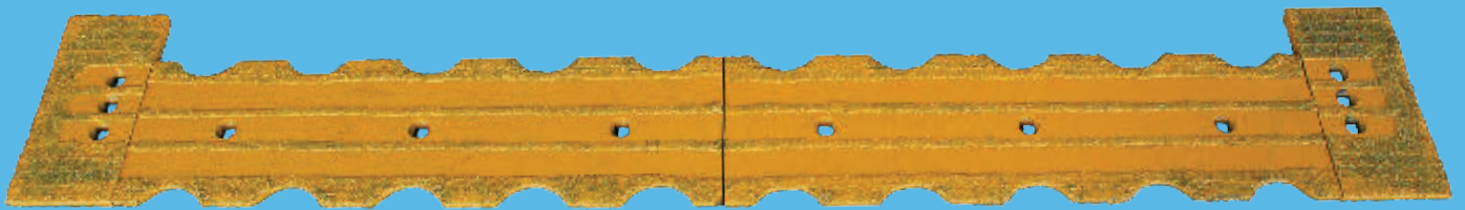
WINNER

Tilcon Connecticut Inc., A CRH Co.

FINALIST

Sully-Miller Contracting Co. ■

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SHIFTING THE PERPETUAL MINDSET

CONSTRUCTING PERPETUAL PAVEMENTS HAS BECOME MORE THAN JUST LAYING IT DOWN THICK

BY TY JOHNSON
EDITORIAL DIRECTOR

Constructing long-lasting pavements isn't a new goal by any means, but NAPA Vice President for Engineering, Research, & Technology Richard Willis has said that the industry is beginning to change its approach to perpetual pavements.

Whether by design, performance, or conversion, more road owners are beginning to understand the value of constructing pavements that can be maintained through regular thin overlays every other decade. Willis said the new interest in long-lasting pavements means it's time for engineers and industry leaders to adapt.



PHOTO BY KENTUCKY TRANSPORTATION CABINE



“We have to start **thinking differently.**”

- NAPA Vice President for Engineering,
Research, & Technology Richard Willis

The Kentucky Transportation Cabinet received a 2023 Perpetual By Performance Award from the Asphalt Pavement Alliance (APA) for Interstate 69 in Lyon and Caldwell Counties. The award was presented in Louisville during the 2024 Perpetual Pavement Conference.



The Michigan Department of Transportation won a 2024 Perpetual By Design award from the APA for westbound Interstate 96.

“We have to start thinking differently,” he said during the 2024 Perpetual Pavement Conference in Louisville, Kentucky.”

Willis said in the past, he had described the rise of perpetual pavements as an evolution of pavement design, but he now sees that’s a misnomer.

“The way people think about evolution is that it’s a long, slow, arduous process. Little by little, things change, and that’s not what the industry needs because it’s not a small change in the way that we do things: It’s a radical difference in the

way that we make and design pavements,” Willis said. “It takes the methods and the frameworks that we use and puts them on their head, shoving it to the side and saying let’s do something different and let’s do it intentionally.”

Willis said in the past, he would chide his Asphalt Pavement Alliance (APA) colleagues about the By Performance category of the Perpetual Pavement Awards, jokingly noting that some of them could be considered perpetual by accident because they were overdesigned and just happened to last a long time.

ASPHALT INSTITUTE NAMES REED RYAN PRESIDENT

Reed Ryan, former Executive Director of the Utah Asphalt Pavement Association (UAPA), past chair of the State Asphalt Pavement Associations, Inc. (SAPAs), and former Executive Director of the Asphalt Pavement Alliance (APA), became President of the Asphalt Institute (AI) following the retirement of its long-time President, Pete Grass, on Jan. 1.

NAPA President & CEO Audrey Copeland and the NAPA Board of Directors congratulated Ryan on his selection to lead AI.

“We’re excited for Reed’s leadership as we advance our partnership with the Asphalt Institute,” Copeland said.

asphalt institute

The APA partners – NAPA, SAPAs, and AI – affirmed their partnership and commitment to the future of the APA as they take steps to evaluate APA leadership.

In a statement announcing Ryan’s selection, AI Chairman of the Board Rob Treece noted Ryan’s “extensive experience in many facets of the asphalt industry.”

“He stood out as the right candidate,” said AI Presidential Search Committee Chair Chip Ray, adding that Ryan’s nomination was unanimous.



Reed Ryan speaks during the Perpetual Pavement Conference in Louisville, Kentucky in October 2024.

“The way people think about evolution is that it’s a long, slow, arduous process. Little by little, things change, and that’s not what the industry needs because it’s not a small change in the way that we do things: **It’s a radical difference in the way that we make and design pavements.”**



Perpetual By Performance awards recognize projects that have been in place for at least 35 years with an average interval between resurfacing of no less than 13 years that have not suffered a structural failure.

“Then we started recognizing and awarding projects that were intentional in design,” he said. “Engineers that said ‘I’m going to make this last forever.’ It’s different.”

The APA accepts nominations for new roads that meet the qualifications for perpetual design. The nominations are reviewed and approved by the National Center for Asphalt Technology (NCAT) and qualified projects receive the Perpetual Pavement Award: By Design. ■

SAVE THE DATE: DECARBONIZATION CONFERENCE

Mark your calendar for the International Conference on the Decarbonization of Asphalt Pavements Sept. 29 – Oct. 1 in Chicago.

This in-person event aims to explore innovative solutions and best practices for reducing the carbon footprint associated with asphalt pavements.



Be the first to know about registration, programming, and more by signing up to receive updates in your inbox.



University of Nevada Reno Professor Adam Hand, who spoke at the 2024 Perpetual Pavement Conference, will participate in NAPA’s 2025 The Road Forward Sabbatical Program. Learn more about The Road Forward on page 47.

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AFTER THREE: THE ROAD FORWARD

Since 2022, the asphalt pavement industry has shared a vision for net zero emissions.

THE ROAD FORWARD PARTNERS

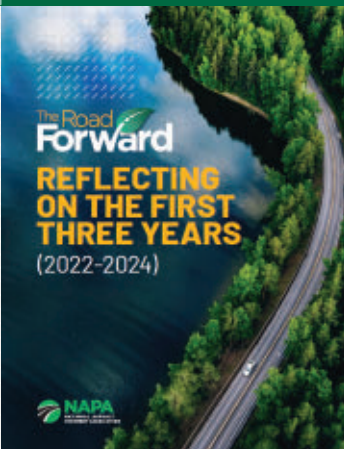
It's been three years since asphalt paving companies united behind a four-prong plan to reduce greenhouse gas (GHG) emissions, and industry support for what became known as The Road Forward has only grown since the program's inception.

Dozens of businesses and research partners have pledged support for the initiative, which has explored the short- and long-term approaches to reducing GHG emissions through programming ranging from webinars to in-person summits.

More than a dozen virtual events examined recycled materials, warm-mix technologies, environmental product declarations (EPDs), and more as part of The Road to Zero Webinar Series. The series aims to educate industry stakeholders on the investments needed to achieve net zero carbon emissions while uniting the industry as asphalt professionals across the country travel The Road Forward together.



ACCESS THE REPORT



In November 2020, the Board of Directors commissioned the formation of the Climate Stewardship Task Force, setting the stage for the development of The Road Forward: A Vision for Net Zero Carbon Emissions for the Asphalt Pavement Industry in 2021.

The Road Forward (TRF) program officially launched at NAPA's 2022 Annual Meeting in Scottsdale, Ariz., with a rousing presentation by NAPA's Vice President for Engineering, Research, & Technology, J. Richard Willis, Ph.D.

The report, The Road Forward: Reflecting on the First Three Years, encapsulates progress and outcomes of the program.





The industry initiative has produced 20 publications, all aimed at remedying knowledge and implementation gaps.

The industry initiative has produced 20 publications, all aimed at remedying knowledge and implementation gaps. Thanks to The Road Forward Partners, even more publications are in development, leveraging expertise from NAPA staff and members along with academia, industry partners, and paid contributors.

MORE RESEARCH NEEDED

In 2024, NAPA formalized The Road Forward Sabbatical to host tenured professors

interested in furthering their asphalt pavement research in support of TRF goals. In this role, participants contribute to industry's vision for net zero carbon asphalt pavements, while obtaining crucial knowledge to take back to their respective universities and research networks.

University of New Hampshire Professor Jo Sias, PhD, PE, FASCE, spent the 2023-24 academic year on sabbatical at NAPA, primarily focused on resilience. University of Nevada, Reno, Professor Adam Hand is the TRF

MISSION

Engage, educate, and empower the U.S. asphalt community to produce and construct net zero carbon emission asphalt pavements.

VISION

Sustainable communities and commerce, connected by net zero carbon emission asphalt pavements.

GOALS

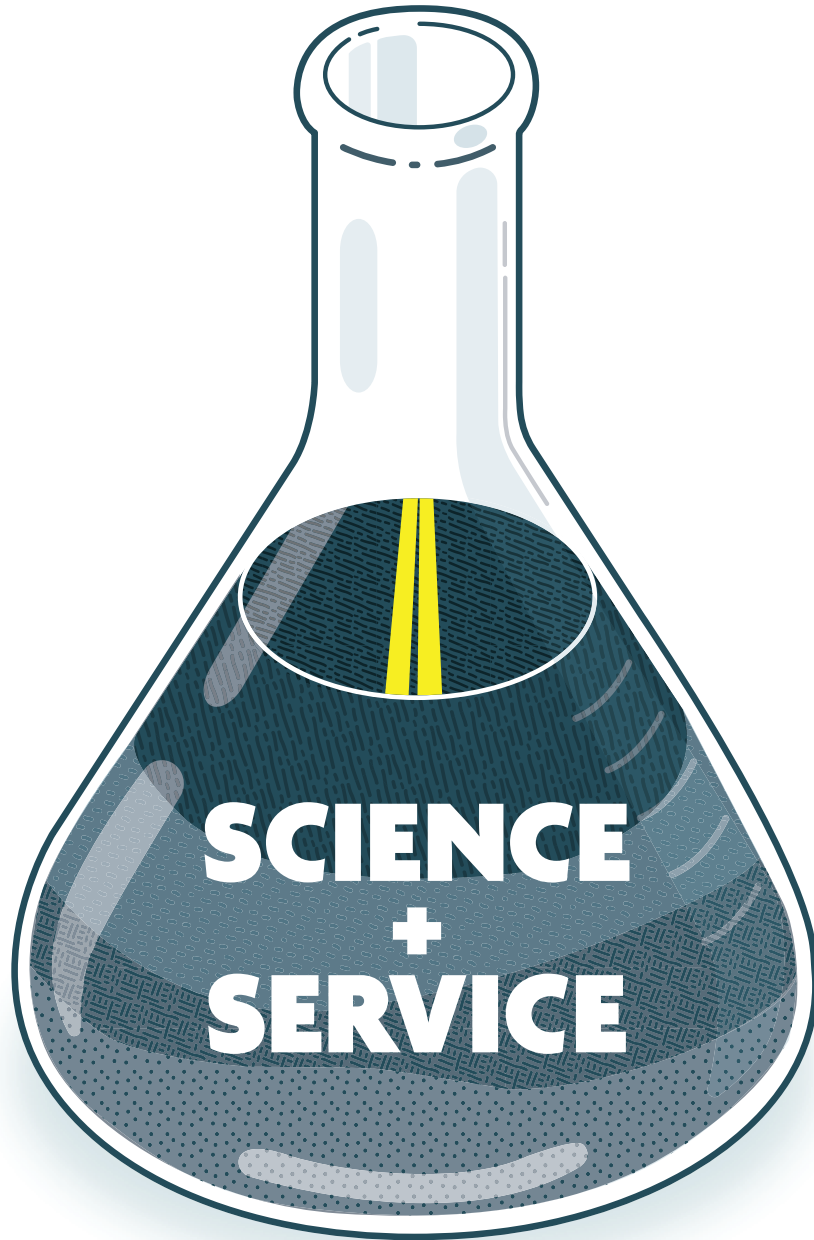
Achieve net zero carbon emissions during asphalt production and construction by 2050. (*Scope 1 Emissions*)

Partner with customers to reduce emissions through pavement quality, durability, longevity, and efficiency standards by 2050. (*Downstream Scope 3 Emissions*)

Develop a net zero materials supply chain by 2050. (*Upstream Scope 3 Emissions*)

Transition to electricity from renewable energy providers in support of net zero carbon electricity generation by 2050 and reduce electrical intensities. (*Scope 2 emissions*)

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ENERGY





The series aims to educate industry stakeholders **on the investments needed to achieve net zero carbon emissions.**

Sabbatical participant for the 2024-25 academic year, while UMass Dartmouth Commonwealth Professor Walaa Mogawer was chosen for the 2025-26 program.

COMING IN 2025

Reaching the goals of The Road Forward requires a multi-year, multi-pronged, sustained effort, and that effort in 2025 will drive the sharing of research through in-person events, virtual events, and published reports.

The International Conference on Decarbonization of Asphalt Pavements is scheduled for Sept. 29 - Oct. 1 in Chicago. This event aims to explore innovative solutions and best practices for reducing the carbon footprint associated with asphalt pavements and will bring together the industry's brightest for an examination of best practices.

Five research papers on warm-mix asphalt (WMA) and reclaimed asphalt pavement (RAP) are also expected in 2025, plus an upcoming report from National Center for Asphalt Technology (NCAT) at Auburn University Associate Research Professor Carolina Rodezno. Rodezno's report explores the state of knowledge on half-warm mix asphalt (HWMA). The finished product will emphasize HWMA's potential for energy savings and emission reductions, while reviewing production methods, highlighting regional usage trends, and identifying knowledge gaps in mix design and long-term performance evaluation.

The impact of The Road Forward will also be felt in St. Louis during the World of Asphalt People, Plants & Paving Conference, which will feature a half-dozen sessions on TRF topics like treasure hunts and decarbonization. ■

19
tactics

78
abstracts
submitted to
#NAPADecarb

4
industry
goals

38

21
Climate
Stewardship
Task Force
members

57
glossary
terms



30
abstracts
submitted to the
2024 Perpetual
Pavement
Conference

1
unifying
mission
and vision

The Road
Forward

A Snapshot 2022-2024

1
federally accepted
EPD
benchmark



zero
our net carbon
emissions goal

47+
articles
published

5
deliverables
designed to launch
the initiative in
January 2022

51+
sessions

11
podcast
episodes

21
research
publications

6+
external
meetings

16
webinars

5+
ENERGY STAR®
activities



FIRST
official
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Sabbatical
participant



Jo Sias

9
research
partners

7+
events

500
hours
the Task Force's
commitment to
develop The Road
Forward





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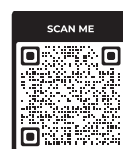
Lindy Paving crews roll down I-90 during work that earned the company its record sixth Sheldon G. Hayes Award. (See page 28)

Women of Asphalt programming set for World of Asphalt

After 2024's inaugural event in Nashville, Women of Asphalt Day will once again co-locate with World of Asphalt March 25-27 in St. Louis.

Women of Asphalt Day aims to bring together women from across the country to learn, network, and grow. Programming includes sessions on leadership, professional development, and industry trends.

For more information on Women of Asphalt Day, scan the QR code. ■



HAVE A PHOTO TO SUBMIT TO PERSPECTIVES?

For more information or to submit, email Ty Johnson, Editor of *Asphalt Pavement magazine*, at TJohnson@AsphaltPavement.org.

REARVIEW



The NAPA booth at the 2009 World of Asphalt.



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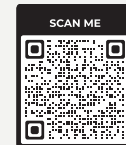
MARK YOUR CALENDARS

It's never too early to make plans to engage with fellow NAPA members at our in-person events.

2025 IMPACT Leadership Group Conference
Sept. 8-10
 The DeSoto
 Savannah, Georgia

International Conference on Decarbonization of Asphalt Pavements
Sept. 29-Oct. 1
 Chicago, Illinois

Browse these events and more by scanning the QR code.



Travel gets REAL in 2025

NAPA members will need REAL ID for flying this spring.

Travelers coming to Washington, D.C. in May for the Transportation Construction Coalition (TCC) Fly-In always have a trio of airport options for flying in, but beginning May 7 there will only be one option for identification to board commercial flights: a REAL ID.

After numerous delays in implementation, the Department of Homeland Security (DHS) and Transportation Security Authority (TSA) appear ready to begin enforcement of the REAL ID Act, which was passed by Congress in 2005. TSA released a final rule on Jan. 13 that clarifies phased enforcement of the rule at certain federal agencies through May 5, 2027, but did not mention any further extension.

“Beginning May 7, 2025, anyone 18 years and older that plans to fly domestically or

visit certain Federal facilities will need a REAL ID or another acceptable form of identification,” the statement reads. “All states are issuing REAL ID-compliant driver’s licenses and identification cards. TSA continues to urge travelers to obtain a REAL ID-compliant state-issued driver’s license, state-issued identification card or another form of acceptable ID before May 7, 2025, to avoid delays at airport security checkpoints.”

NAPA members planning to be at the TCC Fly-in May 6-8, or at the Marriott Louisville Downtown in Kentucky July 8-11 for the NAPA 2025 Midyear Meeting can rest easy if they have a star on their form of ID indicating that it’s REAL Act compliant. ■



Meet with your representatives in Congress this spring during the Transportation Construction Coalition (TCC) Fly-in.



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