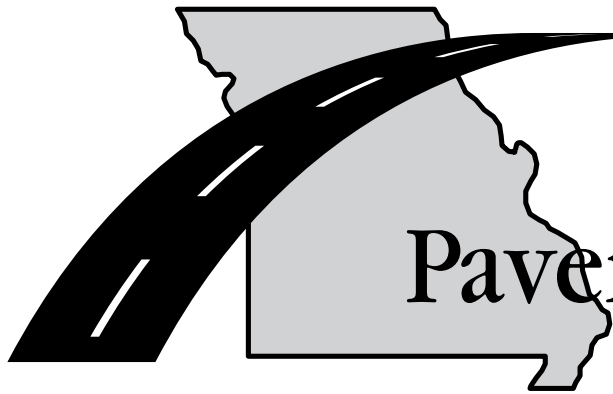


Spring 2004



Missouri Asphalt Pavement Association

You can tell Spring is here
Asphalt paving begins across the state



Asphalt paving season is in full swing. Route 179 in Jefferson City gets SP 250 mix for 1st lift.

Importance of HMA to the economy

Of the 2.3 million miles of paved roads in the U.S., about 94 percent are surfaced with asphalt.

In 2002, the estimated production of HMA in the U.S. totaled 550 million tons valued at nearly \$20 billion.

There are approximately 4,000 HMA plants in the U.S.

Overall, the asphalt industry, directly or indirectly, supports nearly 300,000 employees.

Asphalt pavement is America's most recycled product. Every year, 73 million tons of reclaimed asphalt pavement are reused, nearly twice as much as paper, glass, aluminum and plastics combined.

From the executive director...



On behalf of MoDOT, Kevin Keith receives a Perpetual Pavement Award for a more than 40-year-old Missouri pavement from Byron Lord of FHWA.

This newsletter contains a press release celebrating the Perpetual Pavement Award presented to MoDOT at the World of Asphalt Conference and Exhibits in Nashville, Tenn., in March 2004. This is the second Perpetual Pavement Award that MoDOT has received in as many years. Both winners are more than 40 years old and still performing well.



Last year's award was for the westbound section of Interstate 44 between mile marker 33 and 28. This year's recognition was for a 20.6-mile north- and southbound section of US Route 63 in Texas County. An engraved crystal obelisk and a plaque were presented to MoDOT for each award. The honors are on display in the MoDOT Central Office hallway for all visitors to see.

The next time you're at the Central Office, take a moment to locate the display that celebrates and recognizes long-life asphalt pavements in the state.

MAPA Executive Director
David Yates



Missouri Asphalt
Pavement Association

The Missouri Asphalt Pavement Association Newsletter is produced quarterly and distributed to association members and others interested in the asphalt industry.

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Ohio's selection process not broken

The Ohio Department of Transportation's process for selecting a pavement type for specific projects has been reviewed by a neutral third party, ARA ERES. The Ohio Legislature mandated this review. Ohio's process was compared to that of 10 other states and Canadian provinces and to AASHTO and FHWA guidelines.

The results were summarized in a draft report and presented to the Ohio Pavement Selection Advisory Committee, ODOT and the two industry groups – Flexible Pavements of Ohio (FPO) and the Ohio Concrete Construction Association. Under questioning from Gordon Proctor, director of transportation for Ohio, ARA ERES stated that the pavement selection process was not fundamentally flawed and did not need major revision. Their assessment was that certain aspects needed to be reviewed and that a tweaking of the process was in order. This is in contradiction to earlier concrete pavement industry proclamations that a complete overhaul had been recommended by ARA ERES.

The review by the asphalt industry was provided by Fred Frecker and Cliff Ursich of FPO. On most issues raised by FPO, ARA ERES either agreed with them or suggested studies to answer questions. The story of Ohio's journey in pavement type selection is online at <http://www.ohiopavementselection.org/>.

Search begins for new MoDOT director

The Missouri Highways and Transportation Commission will conduct a nationwide search for a new director for the Missouri Department of Transportation following the Dec. 1 resignation of Henry Hungerbeeler. His resignation is effective June 1, 2004.

The MHTC will hire an executive search firm to conduct an extensive search for qualified candidates. MHTC Chairman Barry Orscheln said the commission is looking for a candidate with "an outstanding record in transportation and management as well as demonstrated expertise in leadership and government relations."

Hungerbeeler became director of MoDOT in March 1999. The position of director was created in 1998 by the General Assembly in legislation designed to make MoDOT more accountable. Before 1998, the department's chief engineer headed MoDOT.

The 1998 legislation also created the Joint Committee on Transportation Oversight and required MoDOT to prepare and present an annual accountability report detailing the department's operations.

At the department's presentation of its annual accountability report in November, lawmakers noted the progress MoDOT has made and said they believe the department is regaining its credibility. Orscheln credited Hungerbeeler with many of the improvements at MoDOT and said the commission accepted his resignation with regret.

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Dates to remember

**International Society
for Asphalt Pavements (ISAP)**
Symposium on Design and Construction
of Long-Lasting Asphalt Pavements
June 7-9, 2004
Auburn, Alabama ISAP@eng.auburn.edu

MAPA Annual Conference
January 25-26, 2005

NAPA 50th Annual Conference
February 11-16, 2005
The Big Island of Hawaii

CONEXPO-CONAGG 2005
March 15-19, 2005
Las Vegas, Nevada

MAPA-REF Golf Tournament
September 22, 2004
Tanglewood Golf Course, Fulton

Future MoDOT Highway Lettings
June 18, 2004 August 20, 2004
July 16, 2004 September 17, 2004

Get Ready - It's coming

Warm Mix Asphalt Technology and Research

European countries are using technologies that appear to allow a reduction in the temperatures at which asphalt mixes are produced and placed. These technologies have been labeled Warm Mix Asphalt (WMA). The immediate benefit to producing WMA is the reduction in energy consumption required by burning fuels to heat traditional hot mix asphalt (HMA) to temperatures in excess of 300° F at the production plant.

These high-production temperatures are needed to allow the asphalt binder to become viscous enough to completely coat the aggregate in the HMA, have good workability during laying and compaction, and durability during traffic exposure. With the decreased production temperature comes the additional benefit of reduced emissions from burning fuels, fumes, and odors generated at the plant and the paving site.

There are three technologies that have been observed in European countries to produce WMA: 1. The addition of a synthetic zeolite called Aspha-Min® during mixing at the plant to create a foaming effect in the binder. 2. A two-component binder system called WAM-Foam® (Warm Asphalt Mix Foam), that introduces a soft and hard foamed binder at different stages during plant production. 3. The use of organic additives such as Sasobit®, a Fischer-Tropsch paraffin wax and Asphaltan B®, a low molecular weight esterified wax.

All three technologies appear to allow the production of WMA by reducing the viscosity of the asphalt binder at a given temperature. This reduced viscosity allows the aggregate to be fully coated at a lower temperature than what is traditionally required in HMA production. However, some of these technologies require significant equipment modifications.

This technology could have a significant impact on transportation construction projects in and around non-attainment areas such as large metropolitan areas that have air quality restrictions. The reduction in fuel usage to produce the mix would also have a significant impact on the cost of transportation construction projects.

The benefits of these technologies to the United States in terms of energy savings and air quality improvements are promising but these technologies need further investigation and research in order to validate their expected performance and added value. It is important to note that producing HMA at lower temperatures is the desired product to achieve these benefits, not the particular technology that is used to produce the WMA mix.



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NAPA members help launch "America on the Move"

Twenty-four NAPA members, who are donors to the Smithsonian, attended the launch of the National Museum of American History's America on the Move exhibition, Nov. 18. More than 400 people attended the celebration, including sponsoring organizations, museum staff, and government officials. Department of Transportation Secretary Norman Mineta attended the event and interacted with NAPA members. The exhibition officially opened to the public on Nov. 22.

NAPA is one of the sponsors of the exhibition. Among the 18 historical vignettes presented in the exhibition is a display with several vehicles on an asphalt pavement that replicates a 1980's road. A total of 46 members and interested parties have donated to make possible NAPA's \$1 million contribution to American on the Move.

Museum officials state that about 4 million guests visit the museum each year with approximately a quarter of them being school-aged children. NAPA sponsors believe that youth are an important target audience for the exhibition as they will be the future workers, engineers and executives for the asphalt industry. The museum has created a robust Web site complete with detailed information about historical scenes and more than 300 transportation artifacts displayed. To access the information, go to <http://americanhistory.si.edu/onthemove/>.



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Don't believe everything you hear

In a recent publication, the American Concrete Pavement Association (ACPA) suggested that the asphalt pavement design method in the 1993 AASHTO Guide could be used to design concrete pavements for local roads. In this approach, ACPA suggests that concrete has a structural coefficient of 0.5, and that simply inserting this value into the structural number equation will result in a properly designed pavement.

WRONG! The structural coefficient of a flexible pavement material is assigned on the basis of results from the AASHTO Road Test asphalt pavement sections. There were no concrete pavements in the asphalt test sections of the AASHTO Road Test, so there could not possibly be a structural coefficient for concrete pavement.

For the correct numbers, consult the 1993 AASHTO Guide, which contains a concrete pavement design procedure for low-volume roads. It is contained in pages II-81 through II-85 of the AASHTO Guide. For higher volume concrete pavements (more than 50,000 equivalent single axle loads), the proper reference would be the rigid pavement design procedure, beginning on page II-37 through II-67.

Reprinted from the National Asphalt Pavement Association's Action News Article, Volume 30, Number 19, September 29, 2003.

Perpetual Pavements: At least 35 years of heavy use and still going strong

The Asphalt Pavement Alliance (APA) has announced the winners of its 2003 Perpetual Pavement Awards. The award is given to owners of asphalt pavements that are at least 35 years old and never have had a structural failure. The average interval between resurfacing of each winning pavement must be no less than 12 years. The road must demonstrate the qualities expected from long-life asphalt pavements: excellence in design, quality in construction, and value to the traveling public.

The 2003 winners, as determined by the National Center for Asphalt Technology (NCAT), are:

- Arizona Department of Transportation, for a section of I-17
- Minnesota Department of Transportation, for a section of Trunk Highway 71
- Missouri Department of Transportation, for a section of US 63
- State of Nebraska Department of Roads, for a section of US 20
- New Jersey Turnpike Authority, for the Garden State Parkway
- Ohio Department of Transportation, for a section of State Route 73
- Oklahoma Department of Transportation, for a section of I-35
- City of Toronto, Canada, for the Don Valley Parkway

Nominations for the Perpetual Pavement Award were evaluated by engineers at the National Center for Asphalt Technology (NCAT), and the winners were validated by a panel of industry experts.

“Even though each of these pavements has been punished by more than 35 years of heavy use, motorists are still using the original



Perpetual Pavement Award winners were honored at a presentation at the World of Asphalt in March 2004. Back row, from left is John Njord, chairman of AASHTO, Donnie Mantle of APAC-MO Inc., NAPA State Director Dr. Ray Brown with NCAT, and Byron Lord with FHWA. Seated from left is David Nichols, Director of Project Development for MoDOT, Kevin Keith, Chief Engineer of MoDOT, and David Yates, Executive Director of MAPA.

pavement structures. The only maintenance has been periodic replacement of the surface,” said Pete Alex, APA Co-Chairman. “The extraordinary performance of these pavements is worthy of attention.”

“Perpetual Pavement is an industry standard which is extremely well represented by these winners,” added Luke Stango, APA Co-Chairman. “Long life, durability, and exceptional performance are hallmarks of Hot Mix Asphalt. These pavements are testimonies to high-performance asphalt as a marriage of excellent design and quality construction.”

Each winner will receive an engraved crystal obelisk and a plaque. The names and project information will be added to a plaque, which is on permanent display at NCAT.

The Asphalt Pavement Alliance is a coalition of the Asphalt Institute, the National Asphalt Pavement Association, and the State Asphalt Pavement Associations. The Asphalt Pavement Alliance’s mission is to further the use and quality of Hot

Mix Asphalt pavements. The Alliance will accomplish this through research, technology transfer, engineering, education and innovation.

Did you know?

The sentence, “The quick brown fox jumps over the lazy dog” uses every letter of the alphabet.

The only 15-letter word that can be spelled without repeating a letter is “uncopyrightable.”

Barbie’s full name is Barbara Milicent Roberts.

It’s impossible to lick your elbow.

More movies are produced in India than in Hollywood

On average, a person takes about 2½ million steps in a year.

Sights from the 2004 paving season!



Paving on Route 179 in Jefferson City.



Resurfacing of I-70.



Adding new lanes on Route 54 at Lake of the Ozarks.



APA hosts pavement selection event

Recently the Asphalt Pavement Alliance consisting of the National Asphalt Pavement Association (NAPA), The Asphalt Institute (A.I.) and the State Asphalt Pavement Associations (SAPA) had a four-state meeting in Tulsa, OK, to discuss the pavement selection process in each state. Arkansas, Oklahoma, Kansas and Missouri participated by discussing what is going on in their individual states as far as pavement selection is concerned.

Presentations by Dr. David Newcomb of NAPA, Carlos Rosenberger of A.I., Fred Frecker of Flexible Pavements of Ohio and Brian Dolan of Maryland Asphalt Association gave the group an excellent view of what is going on in other parts of the country.

Life Cycle Cost Analysis (LCCA) is the key to an acceptable pavement selection process. Good state pavement management databases and current bid prices are the keys for a valid LCCA process.

Famous Quotes

Experience is a hard teacher because she gives the test first, the lessons afterward. - Vernon Sanders Law

Eighteen holes of match play will teach you more about your foe than 18 years of dealing with him or her across a desk. - Grantland Rice

It's amazing that the amount of news that happens in the world every day always just exactly fits the newspaper. - Jerry Seinfeld

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Being creative ...

Versatile applications for Hot Mix Asphalt

There are a wide variety of uses for Hot Mix Asphalt (HMA) besides just roadways. The same basic principles used for designing and constructing apply to the use of HMA in other facilities. Some pavement or mix modifications might be required based on facility circumstances.

Other uses for hot mix asphalt include:

- Airfields – Runways, Taxiways, Holding Areas, Heliports
- Railroads – HMA Ballast Underlayment, Full-Depth Hot Mix Asphalt
- Drainage Facilities – Ditches and Gutters, Curbs, Berms, Slope Protection, Porous/Dense Graded Pavements for Storm Water Treatment
- Erosion Control – Jetties & Groins, Grout for Jet-ties, Storm Water Management Ponds
- Farm – Barn Yards, Feed Lots, Stable Floors, Silage Storage
- Maintenance – Maintenance for all types of pavements, Overlays, Thin Overlays
- Hydraulics – Reservoir Linings, Pond Linings, Dam Faces, Canal Linings, Sewage Lagoons, Leachate Facilities
- Industrial – Commerical – Dock Surfaces, Building Floors, Material Storage Areas
- Motor Sports – Race Tracks
- Recreation – Boat Ramps, Athletic Fields, Bikeways, Golf Cart Trails, Tennis Courts, Skateboard and Roller Blade Facilities, Recreational Trails and Walkways, Running Tracks

Reprinted from the Minnesota Asphalt Pavement Association Paving Progress, February 2004

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State-By-State Highway Statistics

Missouri and surrounding states

How many highways are there in my state?

Federal-Aid Road Miles

	In-State	Nationwide
Fed Aid Miles	30,411	956,681
Total Miles	123,039	3,936,246
Percent Fed Aid	25%	24%

National Highway System Road Miles

	In-State	Nationwide
Total Miles	4,375	160,782

What is the impact of vehicle crashes in my state?

Traffic Fatalities

Year	In-State	Nationwide
2000	1,157	41,821
1999	1,094	41,611
1998	1,169	41,471
1997	1,192	41,967
Totals	4,612	166,870

Cost of Vehicle Crashes

	In-State	Nationwide
Total (in millions)	\$ 3,124	\$ 112,917
Per Capita	\$ 558	\$ 401

What are the road conditions in my state?

Road Conditions

	In-State	Nationwide
Poor	21%	11%
Mediocre	38%	21%
Fair	28%	22%
Good	13%	46%

Bridge Conditions

	In-State	Nationwide
Bridges (20' and longer)	23,604	587,964
Deficient Bridges	8,830 (37%)	164,073 (28%)

How congested are the roads in my state?

Congestion (Major Roads)

	In-State	Nationwide
Congested Miles	603	31,980
Total Miles	1,743	75,827
Percent Congested	35%	42%

Increase in Vehicle Miles Traveled (VMT), 1990-2000

	In-State	Nationwide
VMT Increase	32%	28%
Registered Vehicles	17%	17%
Licensed Drivers	5%	14%
Population	9%	13%

How does highway funding impact my state?

Jobs from Highway Investment

	In-State	Nationwide
Total Highway (2002 \$ in Millions)	\$ 647	\$ 27,905
Jobs Supported	27,236	1,174,799

Statistics compiled from data from the U.S. Census Bureau, The Road Information Program, the Federal Highway Administration and the National Highway Traffic Safety Foundation.

*Adding new lanes
on Route 54 at
Lake of the
Ozarks*



State-By-State Highway Statistics

Missouri and surrounding states

Cost of Fatalities by State

Missouri and Surrounding States	National Ranking	Total Cost in Millions of \$	Cost Per Capita
US Total		\$ 112,917	\$ 401
Illinois	8th	\$ 3,829	\$ 308
Tennessee	11th	\$ 3,526	\$ 620
Missouri	12th	\$ 3,124	\$ 558
Kentucky	20th	\$ 2,214	\$ 548
Arkansas	24th	\$ 1,760	\$ 659
Oklahoma	25th	\$ 1,760	\$ 659
Kansas	29th	\$ 1,245	\$ 463
Iowa	31st	\$ 1,202	\$ 411
Nebraska	39th	\$ 745	\$ 436

Total Federal Funding

Missouri and Surrounding States	National Ranking	Total Federal \$ in Millions	Jobs Supported
US Total		27,905	1,174,799
Illinois	8th	933	39,282
Missouri	13th	647	27,236
Tennessee	15th	624	26,291
Kentucky	21st	484	
Oklahoma	25th	428	18,013
Arkansas	28th	363	15,268
Iowa	32nd	330	13,874
Kansas	33rd	325	13,676
Nebraska	39th	316	9,108

Road Conditions

Missouri and Surrounding States	National Ranking	Poor Pavement	Mediocre Pavement	Fair Pavement	Good Pavement
Nat Average		11%	21%	22%	46%
Missouri	5th	21%	38%	28%	13%
Oklahoma	7th	20%	26%	26%	28%
Iowa	18th	12%	22%	22%	44%
Arkansas	23rd	10%	40%	26%	24%
Nebraska	24th	10%	14%	18%	57%
Illinois	27th	9%	25%	27%	40%
Kentucky	38th	5%	22%	24%	50%
Kansas	41st	4%	6%	20%	70%
Tennessee	46th	3%	11%	16%	69%

Statistics compiled from data from the U.S. Census Bureau, The Road Information Program, the Federal Highway Administration and the National Highway Traffic Safety Foundation.

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