



SHOW-ME STATE

# Asphalt **NEWS**

Fall 2006

*Missouri Asphalt Pavement Association*

**New Law Comes With Big Penalties  
for Reckless Drivers**

**A Barrel of Crude Oil is a Marvelous Thing**

**Top 20 Reasons Why People Select  
Hot Mix Asphalt Pavements**



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**The Asphalt News is produced quarterly and distributed to association members and others interested in Missouri's asphalt industry.**

**on the cover**

Route 94 near Hermann, Missouri

Lisa Yates



Executive Director David Yates

## Perpetual Pavement

The following states have done Perpetual Pavement sections: California, Texas, Kansas, Oklahoma, Illinois, Louisiana, Pennsylvania, New Jersey, Colorado, Kentucky, Oregon, Wisconsin and Ohio. It would be nice if Missouri could be added to that list.

Perpetual Pavement combines the well-documented smoothness advantage of asphalt with an advanced, multi-layer design process that with routine maintenance extends the useful life of a roadway perpetually. Pavements designed and constructed in accordance with the Perpetual Pavement concept will last and last and last.

Perpetual Pavements use multiple layers of durable asphalt to produce a smooth, long-lasting road. The Hot Mix Asphalt (HMA) design begins with a strong yet flexible bottom layer that resists tensile strain caused by traffic, and thus stops cracks from forming in the bottom of the pavement. A strong intermediate layer completes the permanent structural restoration. A Perpetual Pavement provides a durable, smooth, long-lasting roadway without expensive, time-consuming and traffic-disrupting reconstruction or major repair.

When scheduled surface restoration is performed, Perpetual Pavements can be maintained easily and cost-effectively without removing the road structure for reconstruction, saving time and money while keeping motorists happy.

Oh, by the way, did I mention that Asphalt is 100% recyclable, providing further cost savings and environmental benefits?

Asphalt has a proven record and should be the pavement of choice. It dramatically reduces life-cycle costs, and it offers a stronger visual contrast with center stripes and other markings. Among other advantages are reduced noise, reduced splash and spray, speed of construction and nighttime construction.

For more information log on to [www.asphaltalliance.com](http://www.asphaltalliance.com).



## Take the Quiz

What is the most recycled product in America?

- A. Newspapers
- B. Asphalt
- C. Aluminum Cans
- D. Glass

# Top 20 Reasons Why People Select Hot Mix Asphalt Pavements

1. The versatility of hot-mix asphalt (HMA) pavements permits construction and thickness of a pavement structure that will meet the needs of any pavement project.
2. Ninety-four percent of all pavement surfaces in the United States have been built with HMA.
3. HMA pavements have a long record of success and excellent performance.
4. Stage construction allows strengthening of pavement as the need arises. Each successive layer substantially increases the load carrying capacity and provides a thoroughly adequate, all-weather pavement for the initial development of building projects.
5. HMA helps facilitate access to job sites for workers, supplies, and equipment and is a money saver for developers and builders.
6. HMA pavements can be widened easily.
7. Utility cuts and trenches and subsequent patching can be made quickly and easily when utility lines under the pavement need repair.
8. HMA provides greater visibility of traffic markings and striping.
9. Snow melts faster on HMA pavements. Snow and ice chemicals do not harm HMA pavements.
10. Perpetual HMA pavements provide more strength per inch than any other type of flexible pavement.
11. HMA pavements provide safe frictional resistance and superior riding qualities.
12. HMA pavement does not require long curing periods.
13. Designs are tied directly to anticipated traffic volume and weight.
14. Traffic maintenance and control is easier with HMA pavement construction.
15. HMA pavements are 100% recyclable and HMA pavements have salvage value.
16. HMA pavements experience no blowups.
17. The advantages of HMA pavements make roads safer for everyone.
18. HMA pavements can be constructed faster.
19. HMA pavements have consistently been less costly to build and maintain based on comparable designs.
20. HMA pavements blend with and enhance natural surroundings, for example, National Park and U.S. Forest Service roads, and multi-use recreational facilities.

There is no wonder that when pavement users consider pavement choices, that most choose HMA pavement. From economics to versatility to environmental factors to durability to recycling - the answer is that the finest pavement available in the world is properly designed quality HMA pavement!



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## **New Law Comes With Big Penalties for Reckless Drivers**

A new highway work zone law effective Aug. 28 comes with big penalties for reckless drivers. Injuring or killing a highway worker could cost \$10,000, as well as a lost license for a year.

The law includes the following provisions:

- Imposes a fine for killing or injuring a highway worker of up to \$10,000 and loss of their license for a year.
- Creates two new crimes — endangerment of a highway worker and aggravated endangerment of a highway worker.
- Sets a \$75 fine for any person convicted of a second or subsequent moving violation within a work zone; any person convicted of a second or subsequent speeding or passing violation in a work zone will get \$300 fine.
- Expands the definition of highway worker to cover suppliers and delivery personnel.
- Repeals a sign covering and uncovering provision, so now informational signs will always remain unveiled in a work zone.

Every year, motorists and highway workers are injured and killed in work zones across the country. Between 2000 and 2004, 104 motorists were killed and 5,327 motorists were injured in Missouri work zones.

“We urge Missouri motorists to Drive Smart by buckling up, slowing down, staying alert, obeying signs and never drinking and driving in work zones to Arrive Alive,” said Don Hillis of MoDOT.

## **Did You Know?**

- The Federal-Aid Highway Act of 1956 called for the construction of a 41,000 mile system of interstate highways that would improve traffic safety, national defense, travel times and economic productivity
- Federal motor fuel tax was set at 3 cents per gallon then; now it's 18.4 cents.
- Missouri was the first state to award a construction contract under the Federal-Aid Highway Act of 1956.
  - August 2, 1956
  - U.S. Route 66 in Laclede County
  - Now a portion of I-44
- Missouri's interstate system was completed in 2001



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**Asphalt NEWS**  
Missouri Asphalt Pavement Association  
Fall 2006

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## Kudos — Job Well Done

A special thanks to all those who made the 7th annual MAPA-REF Golf Tournament a smashing success. The bituminous suppliers always do a great job running the tournament. Citgo Asphalt Refining Co. represented by Tom Texier, Conoco Phillips Asphalt represented by Bart Holmes and Doug Clark, Ergon Asphalt & Emulsions, Inc. represented by Randy Canfield, Exxon Mobil Asphalt represented by Jim Beaty, SemMaterials represented by Tyler Francis and Sinclair Oil Corporation represented by Cris Clark, all played a major role in its success. A special thanks to Tyler Francis of SemMaterials for coordinating the whole event. Henry Schmitt, Mike Hartman and Laura Lentz of Missouri Petroleum and Mike DeGraff of Vance Bros. Inc. were very helpful also.

Of course, what makes the tournament a success are the Event Sponsors, Hole Sponsors and players. The MAPA-REF Board of Directors President Howard Mayo, Vice President Keith Davenport and Secretary-Treasurer Larry West appreciate all of you.

## Buckle Up

MoDOT pushes for a primary seat belt law.

A safety belt law would:

- Save approximately 90 lives;
- Save Missourians approximately \$230 million a year in medical costs;
- Reduce Medicaid cost in Missouri by approximately \$10 million each year; and
- Qualify Missouri for an additional \$16 million in federal funds for transportation.

# 2006 MAPA-REF Golf Tournament



Golf pro Jason Ralston and Tyler Francis of SemMaterials getting ready to shotgun start the 7th annual MAPA-REF golf Tournament.



Mark Denton of Fred Weber, Inc., Mark Reizer of L Krupp Construction Co., Inc., Roger Gagliano of Fred Weber, Inc. and Chris Eggert of Fred Weber, Inc. won 2nd place in A flight and they also enjoyed the beautiful day of golf.



Jason Ralston, Club Pro at Tanglewood Golf Course, and Mike DeGraff of Vance Bros. Inc. are posting scores after players are finished.



Duane Kraft, Dave Nichols, Mike Bross and Kevin Keith visit before the start of the tournament



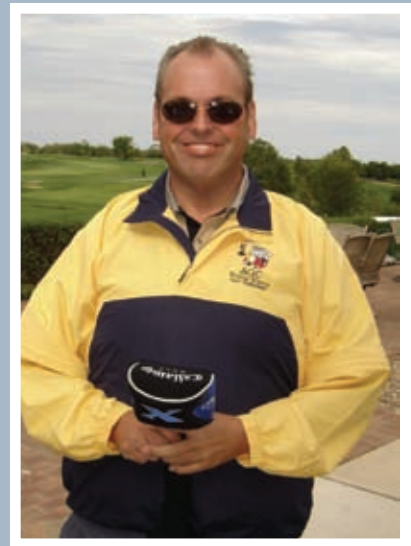
Bill Mitchell of Roland Machinery and Phil Hocher of Pace Construction visit before teeing off.



Tyler Francis of SemMaterials uses bull horn to announce prize winners.



Jim Carney of MoDOT, Mike DeGraff and Rob Vance of Vance Bros. Inc. and Jim Mangas of APAC on #12 tee.



Sam Hayes of Fabick Tractor receives nice driver as a prize



The winning team of Rick Marquardt, Jeff Bross, Mike Bross and David Mosley were Championship flight winners at 56, which is 16 under par.

# A Barrel of Crude Oil is a Marvelous Thing

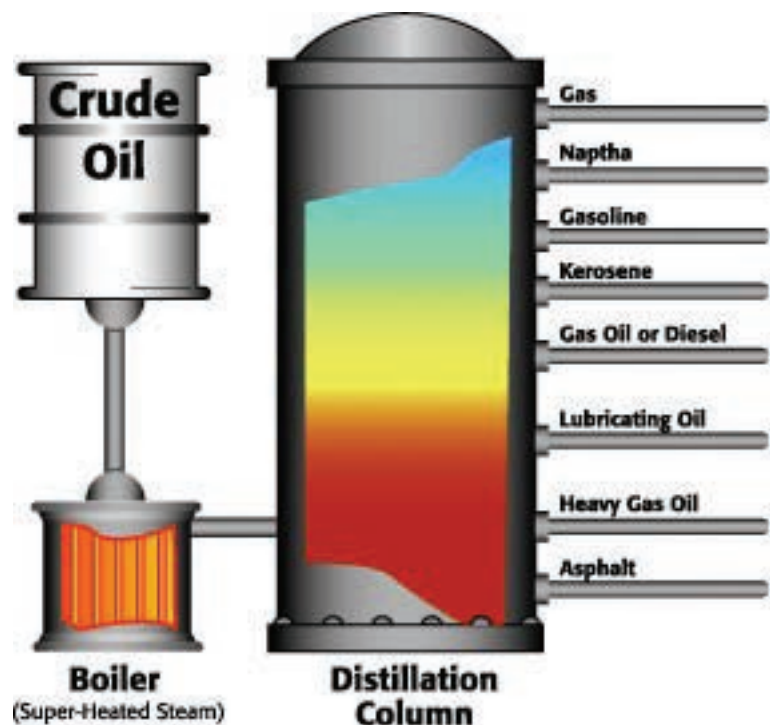
During the refining process, crude oil is super-heated and different products are produced at different temperatures. For example, petroleum gases, such as propane, butane and methane, start separating at temperatures of less than 104 degrees.

As the temperature of the boiling crude continues to rise, other hydrocarbon-based fuels are recovered, including gasoline, kerosene and diesel, as well as lubricating and heavy oils.

At the end of the process residuals are left, which include liquid asphalt. The liquid asphalt is then used as a binder when mixed with aggregate and that's the hot mix asphalt we're all familiar with as a paving medium.

Since it is a product of the refining process, asphalt is subject to the volatility of crude oil prices, which can have a significant impact on a project's bottom line. Although it's only 5 percent of the materials in a standard mix, it represents about half of the cost.

*This article was taken from Plantmix Asphalt Industry of Kentucky.*



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# Quotable Quotes

“Age is no guarantee of maturity” — *Anonymous*

“Beware of the young doctor and the old barber” — *Anonymous*

## Just the Facts . . . MoDOT Facts

- Governed by the MO Highways and Transportation Commission
- Six Commissioners, appointed by the Governor and confirmed by the Senate
- Ten regional offices and central office
- 6,362 salaried employees
- Cost to build one mile of a four-lane highway - from \$4 million to \$10 million
- Average cost per bridge (excluding major river bridges) - \$650,000
- Tons of asphalt used in FY2004 - 3 million
- Tons of asphalt used in FY2005 - 7.25 million
- Tons of salt used per winter - 246,534
- Annual cost of MoDOT litter pick-up - 5.5 million

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December 15, 2006

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January 16-17, 2007

Holiday Inn Select

Columbia, MO

### North Central Asphalt User Producer Group

January 9-11, 2007

Hilton Minneapolis/St. Paul Air-  
port Hotel

### Missouri Limestone Pro- ducers Association 62nd Annual Convention

November 29, 2006 - December  
1, 2006

Tan-Tar-A Resort, Osage Beach,  
MO

### NAPA 52nd Annual Convention

February 18-21, 2007

San Francisco Marriott

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