

# MAPA ASPHALT NEWS

Missouri Asphalt Pavement Association

Summer 2018



Introduction to  
Balanced Mix Design  
Page 10

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# MAPA ASPHALT NEWS

Missouri Asphalt Pavement Association

Spring 2018

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

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The Balanced Mix Design approach provides a unique insight into the performance of existing mixtures and approach that both contractors and OAs can use to critically evaluate materials to better utilize available resources and extend budgets.

Superior Bowen is a third generation paver producer in the Kansas City Metro that specializes in bringing quality focused innovation to the asphalt industry. For more information on Superior Bowen or balanced mix design contact Jess Hughes at [jhughes@superiorbowen.com](mailto:jhughes@superiorbowen.com). This article was authored by Grant Wollenhaupt, Brett Stanton, and Jess Hughes.



**Executive Director**  
Dale Williams

### *The Way I See It* **SOMETIMES IT'S GOOD TO BE WRONG!**

If you read my last article in the Spring 2018 Issue MAPA Asphalt News, you will recall I predicted that an increase in transportation funding was all but dead as we entered the final week of the 2018 Legislative Session.

Unless you have been living under a rock, you know that my prediction was dead wrong. I sort of feel like the person that penned the erroneous headline in the Chicago Daily Tribune following the 1948 presidential election that stated "DEWEY DEFEATS TRUMAN." So, you might ask, what changed? In the final week of session, the legislature saw a palatable path forward and amended HB1460, a bill that dealt with taxation of Olympic medals, to include a 10-cent gas tax increase. You can read about the details of the bill on page 7 of this issue of *MAPA Asphalt News*. HB1460 is required to go to a vote of the people and is now known as Proposition D and will appear on the November 6<sup>th</sup> ballot.

The change in Governors on June 1<sup>st</sup> was a major game changer in the campaign to pass Proposition D. Every state that has been successful in increasing transportation funding



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has had the support and leadership of the governor's office. In the minutes following the swearing in of Mike Parson, he told the press that his two priorities were infrastructure and jobs. Following the swearing in of Mike Kehoe as Lieutenant Governor, he echoed those same priorities. Not only have we moved the needle, as I discussed in my previous article, but we now have a major change in momentum. If ever there was a time to get involved it is NOW! This campaign is going to require both a significant financial investment as well as a strong grass roots effort. If you are interested in making a financial contribution, information can be found at *SaferMO.com*. If you need campaign material such as literature, yard signs, etc., please contact the MAPA office. Together we can be successful and pass Proposition D, so get involved!

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## 2018 SUMMER SOCIAL RECAP

St. Louis welcomed MAPA for its 5<sup>th</sup> Annual Summer Social. After four years in Branson we decided on a change of scenery in St. Louis. Over 100 attendees joined us for an evening at the ballpark. We began with tours of Busch Stadium, learning about the rich history of the ballpark and some of its famed personalities. Everyone got a chance to visit the Champions Club to view a few of the World Series trophies and the Broadcasting Booth where some of the most exciting games have been called.

Our tours ended at the field and warning track where we gathered for drinks and conversation. Some of us took to the Bullpen for some pitching; others enjoyed the company of Fredbird. We had dinner that evening as the stadium lights kicked on and the ballpark music played. The next morning some played a round of golf at Tapawingo National Golf Club.

We want to thank everyone who came out for this year's Summer Social. This event is a great time for members to get to know one another better and build stronger lasting relationships. We would also like to thank our sponsors for this event.



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## **SAFERMO.COM LAUNCHES PROPOSITION D CAMPAIGN WEBSITE**

The *SaferMO.com* committee launched a website – [www.SaferMO.com](http://www.SaferMO.com) – to help Missourians learn about Proposition D, the statutory ballot measure for funding safe roads and bridges.

“*SaferMO.com* wants to make it as convenient as possible for Missourians to learn more about Proposition D. The new website will be a handy resource for information at a click about the critical needs, costs and solutions for safer roads and bridges in Missouri,” said Colonel Ron Replogle, Honorary Chairman of SaferMO.com and retired Superintendent of the Missouri State Highway Patrol. SaferMO.com is also launching Facebook at [www.facebook.com/SaferMOcom](http://www.facebook.com/SaferMOcom) and Twitter @*SaferMO.com* accounts to promote Prop D.

Proposition D appears on Missouri’s November 6, 2018, general election ballot. It was referred to state voters by the Legislature. Prop D phases in a 2.5 cents annual motor fuels tax increase over four years.

When fully implemented, Prop D is estimated to bring in \$412 million annually in new money for safe road and bridge projects statewide. That includes \$288 million in new annual state-level funding for safer highways and bridges, plus about \$124 million annually divided evenly between counties and cities for local projects.

### **Background on Proposition D**

Prop D improves safety OF highways and bridges by providing funding for construction and maintenance - and it improves safety ON highways and bridges by separating and stabilizing funding for the Missouri State Highway Patrol to protect and respond to motorists and their families.

Prop D is a statutory change allowing a 2.5 cents-per-gallon tax increase on gas and diesel annually for four years, resulting in an overall 10-cent increase in 2022 (revenues from the phase-in start coming in next year). The new funding will allow money now used by the Highway Patrol for road safety and enforcement to be spent on construction and maintaining safe highways and bridges. Every 2.5-cent increase in the motor fuels tax will cost the average driver an estimated \$2.04 per month.

Our current 17 cents per gallon fuel tax is the fourth lowest in the country - Missouri ranks 47<sup>th</sup> in the nation, and 46<sup>th</sup> in the nation in revenue per mile of highway. Most states with lower fuel taxes – Oklahoma is an example - make extensive use of toll roads, which Missouri does not allow.

In passing House Bill 1460 and sending it to the statewide ballot, Missouri lawmakers are giving voters the final say about providing new funding for safer roads and bridges in our state.

That’s why *SaferMO.com* is building our coalition to urge a YES vote on Prop D for safer roads. Prop D is supported by a broad and diverse statewide coalition that includes farmers, business people, labor, local governments, and law enforcement. Check out *SaferMO.com* to learn more about how Prop D benefits safer roads and bridges in your local community and statewide.

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## NIGHT-TIME ROADWORK THE GOOD, THE BAD & SOME SAFETY RECOMMENDATIONS

By: *Jim Latta, Safety Director – N.B. West Contracting*

### The Good...

- Off peak traffic time means less vehicles through the work zone.
- Nights are typically cooler.
- At least the sun is not baking the workers.

### The Bad...

- There is a higher percentage of impaired drivers.
- Visibility is reduced for both the motorists and the workers.

### Some Recommendations...

- Assure advanced warning signs are in place according to the Traffic Control Plan (TCP). We all count on MoDOT's TCP, but the ultimate bible on this subject is the Manual of Uniform Traffic Control Devices (MUTCD). That is what the personal injury lawyers will reference.
- Assure all traffic control devices are clean and visible. MoDOT has a guide with pictures to evaluate when to replace these devices. In the Engineering Policy Guide See 616.19 Quality Standards for Temporary Traffic Control Devices on MoDOT's website. This is a great reference for quality of devices for all roadwork, government or non-government.
- Assure all workers including flaggers are wearing the appropriate PPE. MoDOT has created minimum standards for workers and flaggers for night time and day time work. See 616.3.1.1 on MoDOT's website.  
*Note: Reflective apparel on legs or ankles shows movement were as the vest on the upper body looks static to on-coming motorists. Adorn both at night.*
- Assure all trucks and equipment have audible backup alarms.
- Assure all off road equipment have flashing beacons as well as road lights. *Note: Use of red and blue lights on up to two stationary vehicles is now permitted. See the state law and MoDOT's spec...*
- Assure appropriate lighting at the paver where the mix meets the road.
- Guard against lighting blinding motorists.
- Have someone drive the work zone periodically from end to end noting any issues and make adjustments accordingly and quickly.

# INTRODUCTION TO BALANCED MIX DESIGN

by Grant Wollenhaupt, Brett Stanton, and Jess Hughes



## Background

When the Strategic Highway Research Program (SHRP) rolled out the Superpave mix design system in the late 1990's, the intent was to include three different levels of mix design based on traffic. Each level of the system included a volumetric evaluation (Level 1/low traffic), however, for Levels 2 and 3 (intermediate and high traffic) the intent was to also include performance-based tests in addition to volumetric evaluation. These tests would have been used to evaluate mixture performance, but they were never implemented. Nearly thirty years later, the use of performance tests during mixture design and production is gaining strength. This approach is now repackaged as Balanced Mix Design (BMD).

The momentum towards adoption has been driven by advancements in testing that allow simpler equipment to provide cost-effective, more repeatable, and timely results as well as a strong budgetary need of both contractors and Owner/Agencies (OA) to engineer more economical mixtures that perform well. As materials and traffic have changed over time, a volumetric approach alone is not suited to account for changes in these variables. Contractors and OAs are now implementing the BMD approach during both mix design development as well as during field production to account for these needs.

## Definition

Balanced Mix Design means different things to different people, but it is generally defined as a method used to design asphalt mixtures that balances performance characteristics, ensuring that the final product is both rut-resistant and crack-resistant. The process involves subjecting mixtures to rut testing as well as one or more cracking test to help ensure that it provides satisfactory results for all performance parameters. Overall, the process is simple, but there are a number of different tests that are available for use. Therefore, contractors as well as OAs need to educate themselves as to which tests they want to use to evaluate their mixtures. A report from the National Cooperative Highway Research Program (NCHRP) Project 20-07, Task 406 is scheduled to be released soon and will provide much more in-depth information on BMD.

Three different strategies of implementation for BMD have been proposed. They are Volumetric Design with Performance Verification, Performance-Modified Volumetric Design and Performance Design (see Figure 1).

The design process for these three strategies range from using traditional volumetric design with performance verification to designing solely around performance characteristics. Regardless of the method used, the BMD approach provides more upfront insight and possible control into asphalt mixtures than ever before.

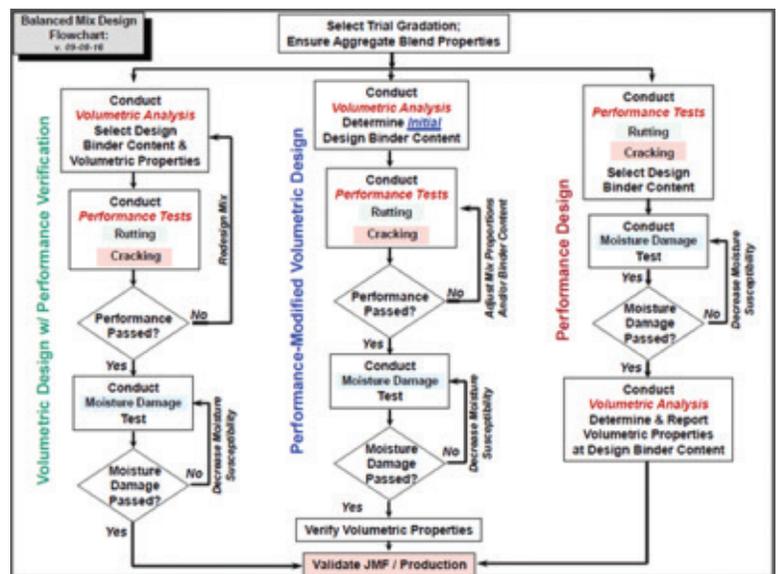


Figure 1: BMD Flowchart

## Benefits

Coupled with a need to evaluate mixtures beyond volumetric controls, the BMD approach has been shown to improve cost and performance of the existing mix design system which is leading to BMD implementation. Nearly twenty states are either reviewing the process or have already adopted some form of a BMD approach and momentum is growing rapidly. Regardless of the level of the BMD approach implemented, the approach allows the contractor and OAs to gain valuable insight into how mixtures will perform before they are produced and placed. This new information allows contractors to explore innovations like binder modification, increased recycle percentages, along with other engineering controls such as

anti-strips, compaction aids, and rejuvenators in a way that scientifically relates to actual field performance. Innovations such as these can help provide mixture performance that meets or exceeds mix performance achieved under traditional OA specifications. This evaluation can provide more economical mixtures while allowing stakeholders to better understand performance outcomes before any mix is placed on the project. A win-win for all parties!

### Opportunities

A recent example of the BMD potential existed in a contract that Superior Bowen Asphalt Company (SB) had in 2017. A progressive OA was open to learning how taxpayer dollars could be extended without sacrificing performance, so SB worked with the customer to maximize the opportunity. SB field produced and sampled the volumetrically designed, specified mixture over the course of several weeks during the project. The mixture samples were taken to the laboratory and subjected to a suite of performance tests including Hamburg, Semi-Circular Bend test, Disc-Shape Compact Tension test and binder Performance Grade testing to better understand what level of performance the customer’s current specification was providing. SB then engineered a BMD mixture containing approximately 50% more binder replacement and field-produced and placed that mixture. This mixture was subjected to the same suite of laboratory tests. Results were analyzed, and the higher binder replacement mixture outperformed the baseline or specified mixture. Not only did this mixture provide results that were superior to the mixture that was specified, the material was easier to place in the field, looked better and compacted better than the originally specified mixture (see Figure 2). Nearly a year after construction and the pavement is performing well.



Figure 2: BMD Under Construction

This project is an example of just one of many that have taken place across the country with similar results. Using the BMD approach, contractors and their OA partners work together to develop mixtures that are cost-effective, easier to produce, and outperform the current mixtures. The BMD approach has allowed OAs to better understand the performance properties of the mixtures that they have specified, as well as allowed the contractors to evaluate and engineer more economical mixtures that meet, or in some cases exceed current specifications. The Balanced Mix Design approach has not only provided a unique insight into the performance of existing mixtures it has also provided an approach that both contractors and OAs can use to critically evaluate materials to better utilize available resources and extend budgets; a scenario that benefits all parties using the BMD approach!

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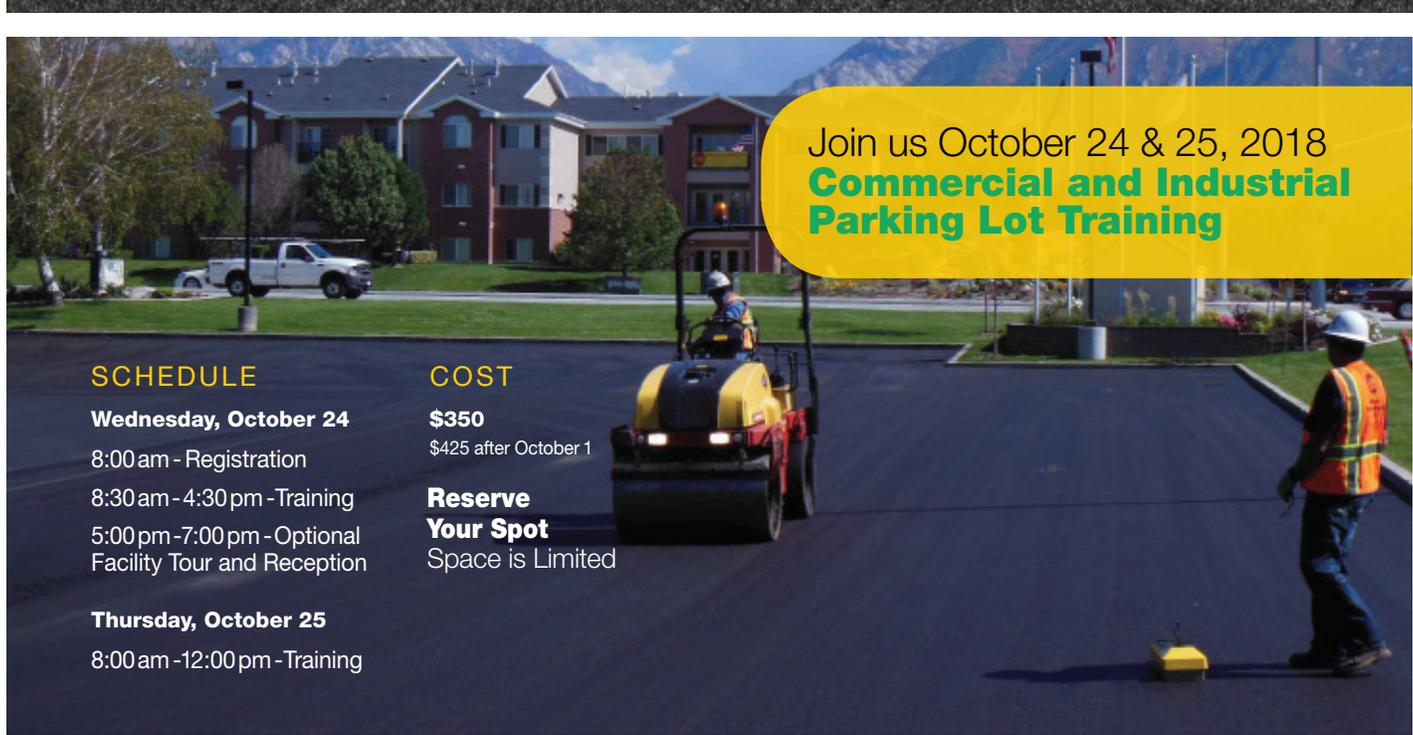
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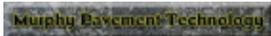
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**Dan Staebell**, Northcentral Regional Director  
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 Columbia Country Club  
 Columbia, MO

**19th Annual MAPA-REF Golf Outing**  
*September 26, 2018*  
 Tanglewood Golf Course  
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**Commercial & Industrial Parking Lot Training**  
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