



SUPERIOR ROAD SOLUTIONS FOR OVER 85 YEARS

Volume 2017 Issue I

Winter 2017

Rail Transport Improves Customer Deliverables

This winter Missouri Petroleum will be receiving calcium chloride by rail car. This more efficient method of transport will allow for seamless deliveries of de-icing materials from our yard to our customer's facilities. Calcium Chloride may be picked up from our Woodson Road yard between 7:00 AM and 3:30PM, Monday through Friday. Please call our dispatcher at 314-219-7326 during normal working hours to schedule a delivery. Our contracted customers may of course call us at any time.



The first transport car docks at the Missouri Petroleum Yard

Special Points of Interest

- Pavement Expo
-1/31-2/4
- CCAM - 2/8-2/9
- MO/KS ACPA - 2/27-3/1
- ConExpo-Con/Agg
-3/7-3/11
- TEAM - 3/21-3/23
- APWA Mid-America
-5/24-5/27

As the winter approaches we thought it might be appropriate to review some standard practices and policies regarding Calcium Chloride:

- ♦ A concentration of 32% CaCl_2 is a standard blend that stays in suspension
- ♦ Pre-wetting Sodium Chloride (NaCl_2) effectively reduces melting temperatures to below 20^oF
- ♦ Agencies should specify required delivery times (including times during non-working hours) so that all suppliers are bidding on uniform delivery schedules
- ♦ Agencies should specify minimum requirements for transport equipment and inspect this equipment prior to the award of a supply contract
- ♦ Agencies should stipulate that the material source is within a required distance of your maintenance facility to ensure that deliveries are made in a timely manner. This is especially critical in the event of a sustained winter storm.

Missouri Petroleum looks forward to assisting you in your winter maintenance efforts.

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Check Out Our New Cold Patch Material!

Missouri Petroleum is pleased to introduce a new cold patching material to the St. Louis market. **GreenPatch** is an environmentally-friendly asphalt patching system available in 50-pound bags. Unlike traditional cold patching materials, **GreenPatch** does not contain any petroleum based solvents or asphalt cutbacks. This makes **GreenPatch** a VOC compliant material in all 50 states. And it works! Drop by our Woodson yard for a free trial bag or call the Missouri Petroleum dispatch office at 314-219-7326 to place an order.



**Meet Our Employees:
- Vince Vermette -**

Most companies and agencies that provide chip sealing services will agree that the distributor application is the most critical part of the operation. Missouri Petroleum Products is grateful to have one of the best distributor drivers in the business. Vince Vermette started with the company in 1984. Over the years he has performed a variety of jobs including pumping underseal, operating micro surfacing machines, and performing transport work. In the early nineties Vince found his niche as the lead distributor driver and holds that position with the company today.

Vince has been married to his wife Carol for thirty one years and they have two sons (Justin and Dalton) who also work at Missouri Petroleum. As an avid outdoorsman, Vince enjoys hunting and fishing on his free time.

Aggregate Based Verses Non-Aggregate Based Surface Treatments **

As fiscal constraints pull on budgets, highway agencies are often forced to either reduce the amount of preventative maintenance they normally perform on their network or perform the same amount of preventative maintenance with lower cost systems. Generally, these lower cost maintenance options contain a minimal amount of/or no aggregate. When specifying surface treatments, it is important to understand the benefits as well as the shortcomings of the various maintenance options. Here are some guidelines we recommend when planning work:

<u>System</u>	<u>Products</u>	<u>Effective Uses</u>
Non-Aggregate Based	Fog seals including GSB-88, TRMSS, SS-1h, Enduraseal TR	Sealing oxidized surfaces in good to new condition (PASER 7-10)
Aggregate Based *	Microsurfacing, Chip Seals, Scrub Seals	Treating oxidized surfaces with moderate raveling and block cracking (PASER 5-7)



This pavement needs more than a surface treatment.

*Aggregate based systems are being defined as those having more than 6 pounds of aggregate per square yard. Pavements with PASER ratings lower than 5 will most likely require structural improvements (overlay or reconstruction)



An aggregate based system will fill in surface voids and raveled areas.



Fog Seals perform well on pavements in better condition.

** We are re-publishing a past news article because we feel that it contains information that is critical to pavement maintenance managers.

The Coal Tar Driveway Sealer Controversy Continues

Over the years, numerous agencies have investigated the adverse effects of coal tar based driveway/parking lot sealants. A recent article published in Milwaukee Journal Sentinel states that coal tar sealants were the primary source of toxic chemicals found in the muck at the bottom of the city's area waterways. The article indicated that there has been support for local restrictions, or even a ban, on the use of coal tar based systems with a switch to asphalt based systems. The complete article can be accessed by the following link: <http://www.usatoday.com/story/news/nation-now/2016/12/26/driveway-sealant-pollution/95844732/>



1620 Woodson Rd.
St. Louis, MO 63114
Phone 314-219-7305
www.missouripetroleum.com

Greg McMurtrey—President
Pat Palmer—Vice President
Mike Hartman—Sales Manager
Rick Holesinger—Engineering Manager
Debbie Novak—Office Manager
Ben Polman—Dispatcher

Return Service Requested

Congratulations to our Chip Seal and Micro-Surfacing crew, whose work on St. Louis County Project No. CR 1652 garnered a “First Place” award for maintenance projects at the 2017 Missouri Asphalt Pavement Association Conference!

Thanks to our crews for completing their work in 2016 without a lost time accident.

Congratulations to past Vice President, Henry Schmitt, who was inducted into the 2016 Missouri Asphalt Pavement Association “Hall of Fame”.



Five Fast Facts

- You can't blend anionic and cationic emulsions in the same tank
- The use of asphalt as a road material dates back to 625 B.C. Babylon
- Our cutback products are blended with the same base asphalts but with different proportions of diesel
- In this part of the country chip seals are constructed with softer base asphalts than the asphalts used in slurry seals.