



Mr. Topper's News

December 2001

Volume 1, Issue 2

**In memory of
George F. Bruce,
Secretary LAPA**

Special Interest Articles:

- Public Works Paving Seminar.
- LAPA 43rd Convention

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DEO VINDICE

We extend our deepest condolences to those who have been personally touched by the tragic events in New York, City Washington D. C., and Pennsylvania, by the terrorist attacks.

Louisiana Asphalt Pavement Association

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APA Public Works Paving Seminar

In October, Barriere Construction along with the Asphalt Paving Alliance (APA) met with Public Works Department heads from all around southern Louisiana for an educational seminar at the Doubletree Hotel Lakeside in New Orleans. The seminar brought together Barriere estimators, quality control and production leaders as well as educators from the Asphalt Institute and the Louisiana Asphalt Paving Association. Strength, Durability, Smoothness and the Quiet sound of asphalt pavement, were the fundamentals of the APA's new marketing approach that were addressed in the seminar. Gary Fitts of the APA explained how the real value of

stretching the public dollar can be achieved by using an asphalt infrastructure. Gary answered several questions for various public works engineers on asphalt foundations and the concepts of perpetual pavements including fatigue resistance. Barriere's Jackie Dornic and Doug Olson discussed topics including how constructability, project sequence, and materials can cut project costs and improve project efficiency, giving insights to actual construction constraints how they could be eliminated. David Mayer touched on Barriere's Recycling and Crushed Concrete base material focusing on the benefits of using Louisiana made

products. Barriere's Quality Control Manager, John Victory, discussed job-mix formula specifications focusing on residential, industrial and commercial applications including SuperPave and presented Barriere's recommendations in asphalt design for City and Urban Streets. The seminar provided a forum for discussion and the sharing of ideas in pursuits of excellence in asphalt paving and construction.

There was an excellent turnout for the event with Public Works attendees from Jefferson Parish, City of New Orleans, St. Tammany Parish, St. Bernard Parish, Plaquemine's Parish and many others.



LAPA 43RD ANNUAL CONVENTION

“For each \$ 1 billion spent for highway construction, 42,000 jobs are generated annually. In the United States, the federal highway program, including state matching funds, supports approximately one million jobs”.

Louisiana Asphalt Pavement Association (LAPA) is pleased to announce our 43rd Annual Convention will be held in San Antonio, Texas on June 12-16, 2002 at the Hyatt Regency Hill Country Resort. We cordially invite you to attend our convention.

The Hyatt Regency is a Four-Star/AAA Four-Diamond Resort that has just added a full-

service spa. This is truly one of San Antonio's premier resort and golf destinations. We hope that you will take this opportunity to experience an unforgettable trip and help make this convention our most memorable one yet.

For more information, please call Emilie Hill at LAPA (225) 927-9737. Looking forward

to seeing everyone there.

ATTRACTIONS:

The Alamo The most famous and recognized landmark in Texas...

The Riverwalk Focus of downtown activity with shops, restaurants and river cruises...

Sea World....

And Lots More

SuperPave Mix Design Versus Conventional Asphalt Mix Design

How does the future mix design procedure compare with current technology? First, SuperPave mix design is a system.

The major components of the SuperPave mix design process are:

1. Selection of component materials.
2. Selection of a design aggregate structure.
3. Selection of a design asphalt binder content.

4. Evaluation of the moisture sensitivity of the design asphalt mixture.

Typically the first 2 steps of the process take 80% of the evaluation time and will control the overall performance of the mixture being produced. Second, the designer gains information on the compatibility of a mixture. Third, the level of compactive effort is tied to projected traffic levels.

Fourth, a short-term aging procedure is used for all SGC specimens to allow for absorption of the asphalt binder into the aggregate. The conventional mix design practice, known as "Marshall", addresses the determination of asphalt binder content only.

CONGRATULATIONS

LAPA would like to say "Congratulations" to D & J Construction and Gilchrist Construction for winning a 2001 NAPA Quality in Construction Award.



Most Improved Roads

The states that truckers said has the most improved roads are Pennsylvania, Louisiana, Texas, and Illinois. By individual road segment, truckers say that I-80 in Pennsylvania is the most

improved, second is I-20 through Louisiana, third is I-55 through Illinois, fourth is I-10 through Texas, and fifth is I-81 through Pennsylvania.



Louisiana DOTD To Adopt New Smoothness Specification Utilizing A Light Weight Profiler

Pavement smoothness or ride quality has become a top priority for highway departments around the country. A smooth ride is the single most important factor the traveling public uses to judge the quality of their roads. Several studies have proven that smooth pavements also last longer, require less maintenance and reduce wear and tear on our vehicles. Because of this demand, the construction industry has responded by significantly improving the quality of our pavements. The equipment used to measure smoothness has improved as well. The most recent improvement has come from the development of the Ames Lightweight profiler or (LISA) Lightweight Inertial Surface Analyzer.

The (LISA) uses a laser and an accelerometer to measure the pavement profile. It has the capability to calculate multiple indexes using the same data. Those indexes include, Profile Index (PI), International Roughness Index (IRI), Ride Number (RN) and a simulated rolling straightedge profile. It also has the capability to mark and locate out of spec bumps or (must grind) areas. The Ames Lightweight profiler offers several benefits to the contractor and agency as well. It allows the contractor to profile his paving projects much faster and more efficiently. We currently have profilers operating in approximately 25 states. Most of these machines are being used under a profilograph smoothness specification. There are

some states including Louisiana, which are considering using the IRI index in construction. This is the same index that most states use to monitor the condition of their existing roads. Using the IRI index would allow a state to measure their pavements from cradle to grave with the same index. Studies have also shown that IRI seems to do a better job than profile index in identifying features that have a greater impact on ride quality.

*Article furnished by:
Ames Engineering Inc.*

*For information contact
Don Weathers at LAPA*

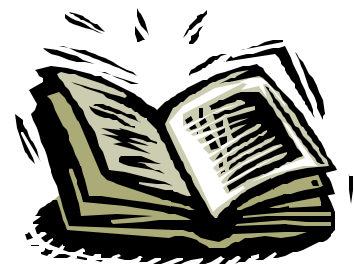
Now Available

The "Materials Book" - Standard Specifications for Transportation, Materials, Methods of Sampling, and Testing, 21st Edition is now available.

The two-volume "Materials Book" contains more than 400 materials specifications and test methods commonly used in the construction of highway facilities.
3,470 pages. 2001

Item Number: E6-HM-21
Price Per Copy: \$399.00
AASHTO Members: \$319.00

To order, call 1-800-231-3475 or point your browser to <http://www.transportation.org/publications/bookstore.nsf> to purchase online.



WHY

ASPHALT?

What do road crews use to repair hot weather concrete blow-ups? Hot mix asphalt for its speed of construction.

Asphalt's Speed of Construction

Minimizes impacts on neighborhoods and businesses due to road closures.

Improves safety-for both workers and motorists-by cutting total paving time.

Can be placed faster than other paving materials. Nearly 10 times as much

road was paved with asphalt than concrete, in less time, in a Maryland Highway Administration comparison. Asphalt was placed only at night while concrete contractors worked around the clock. Eliminates long curing times, allowing roads to reopen immediately. Reduces road closures,

cutting or eliminating costly traffic jams and back-ups.

SuperPave Mix Design Manual Revised

The Asphalt Institute's SuperPave Mix Design Manual (MS-2) has been revised and is now available. The

manual has been revised to include the changes in SuperPave mix design procedures that have been adopted by

AASHTO.

If you would like a copy, contact Asphalt Institute at (859) 288-4960 or www.asphaltinstitute.org



LAPA TO BE REPRESENTED ON LTRC FOUNDATION BOARD

REMEMBER THIS?



The LTRC Foundation at its meeting of December 11th authorized Joe Baker, LTRC Director to extend an invitation to LAPA to be represented on its Board of Directors. The Foundation was formed as a 501 (c) 3

corporation solely to support and enhance the activities and programs of the LTRC. The Center is jointly administered by DOTD and LSU as the focus for transportation related research, education and training in Louisiana. The

LTRC has traditionally maintained strong program emphasis in improving hot mix technology and LAPA has over many years enjoyed a close working relationship with the Center.



America On The Move

JOIN THE CIRCLE OF STARS

"America on the Move," scheduled to open at the Smithsonian in the fall of 2003, will provide an educational experience on the value and role of transportation in American life. More than 6 million visitors are expected to see the 26,000-square-foot exhibition annually during its 20-year life at the world's third most-visited museum. It will be located on the museum's first floor, just off the main entrance lobby.

The primary focus of

"American on the Move" will be the impacts of infrastructure built over the past 100 years. Using state-of-the-art media and interactive presentation techniques, "America on the Move" will tell the transportation development story through a series of life-sized tableaux.

The exhibition experience will include pavements featuring Hot Mix Asphalt. Visitors will be able to walk on a variety of pavements. They will learn about asphalt pavements and will leave with a better

appreciation of asphalt's importance. The air, rail, transit, and port development stories will be told.

BEYOND THE MUSEUM'S DOORS.

- TEACHERS KITS
- TV PROGRAMS
- WEB SITES

For more information, please call Emilie Hill at Louisiana Asphalt Pavement Association at (225) 927-9737.

An Important New Program That Will

- * Reach out to American's young people,*
- * Enhance the visibility of the highway industry,*
- * Touch the imagination of our workforce for the future, and*
- * Inform all Americans about how highways make mobility and the American way of life possible.*

Asphalt Alliance At Work

ALLIANCE PARTNERS WORK TO IMPROVE FAA P-401 SPEC: Asphalt Institute engineers, Bob Boyer and Bob Horan, met with Federal Aviation Administration (FAA) representatives on September 25 to discuss FAA's P-401 SuperPave specification. After coordination with Ray Brown of NCAT, Dave Newcomb of NAPA, and Tom Peterson of Colorado Asphalt Pavement Association, the AI engineers asked the FAA to consider several changes. The SuperPave specification

is currently allowed as an alternative to the P-401 Marshall specification.

Recommended Changes include:

- Allowing SuperPave mix on heavy-duty runways
- Allowing fine graded mixes in addition to coarse gradations
- Eliminating the reference to the restricted zone

- Eliminating the use and reference to Marshall stability and flow
- Adding a 75-gradation comp action level in addition to 100 gradations.

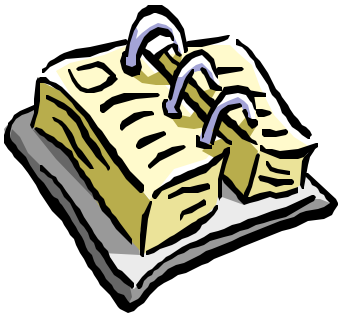
A decision by FAA is pending. (Bob Boyer 850-763-3363 or Bob Horan 804-537-5293)

E-Mail Us

Please feel free to send questions, comments, or any input to
jdweathes@lahotmix.org
(J. Don Weathers) or
lapa4815@lahotmix.org
(Emilie Hill).



UPCOMING EVENTS 2002



Mark your
calendar for
the upcoming
events....

January 13-17, 2002:	Transportation Research Board, Washington, D.C.
January 27-29, 2002:	Assn. Modified Asphalt Producers, San Antonio, Texas
February 5-6, 2002:	Transportation Construction Fly-In, Washington, DC
February 13-15, 2001:	Rocky Mountain Asphalt Conference, Ft. Collins, CO
February 17-20, 2002:	LA Transportation Engineering Conference, Radisson, Baton Rouge
February 22-23, 2002:	Police Jury Association Convention, Monroe, LA
February 25-28, 2002:	SASHTO Quality Conference, Myrtle Beach, SC
March 1-7, 2002:	NAPA 47 th Annual Convention, San Francisco, California
March 18-20, 2002:	Assn of Asphalt Paving Technologists, Colorado Springs, Colorado
March 19-23, 2002:	CONEXPO-CON-AGG 2002, Las Vegas, Nevada
March 25-27, 2002:	SMA in the USA Conference, Federick, MD
June 6-7, 2002:	Louisiana Parish Engineers Assn., Lake Charles, LA.
June 12-16, 2002:	LAPA Annual Convention, Hyatt Regency – Hill Country San Antonio, Texas
August 8-10, 2002:	Louisiana Municipal Association Convention, Lake Charles
August 11-13, 2002:	State Asphalt Pavement Associations meeting, Asheville, NC
September 6-7, 2002:	Louisiana Parish Engineers Association, Undecided
Sept 28 – Oct 1, 2002:	SASHTO Annual Convention, Nashville, Tennessee
November 18-21, 2002:	Southeast Asphalt User Producer Group, Lexington, KY



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**Please Take Time Out To Visit Our
Asphalt Pavement Alliance Partners
Websites:**

www.asphaltalliance.com

www.hotmix.org

www.asphaltinstitute.org



Message from Steve Hackworth Chairman APA Marketing Committee

What is the key to a successful marketing strategy for HMAC? The short term solution to successfully marketing HMAC is to target individual people, firms, legislators and other individuals that are part of the decision making process in the selection of a pavement. Present them with the facts about our product in a informative, positive, and factual light. The long-term solution is to have the product sell itself just from performance, durability, smoothness, economics, and most important QUALITY. That should be the goal

of everyone associated with the asphalt industry, from the rock quarry and refinery to the finish roller. We can spend all the money we want on advertising campaigns, social events and golf tournaments, but until we can as an association and as individuals say that we have achieved that goal of QUALITY we will not totally be successful.

I would ask that everyone look at what they are doing. What ever part you play in the HMAC process, demand the best of your producer,

supplier, and materials. Demand the best of your people. Make QUALITY a leading part of the process. The long-term investment in this solution to marketing HMAC will by far outweigh any other options we have.

As a committee within LAPA, we will continue to pursue every avenue available within our budget to successfully market our product, but the real solution is within each and every one of us to make a conscious effort to achieve total QUALITY.

Perpetual Pavement Award

The Perpetual Pavement Awards recognize existing long life asphalt pavements in the United States. The Asphalt Pavement Alliance will honor Hot Mix Asphalt pavements demonstrating outstanding design and construction.

ELIGIBILITY:

Any road, highway, airport or other facility paved with asphalt in current use is eligible. Owners may nominate more than one pavement for an award.

REQUIREMENTS:

Pavement must be a minimum of 35 years old.

Resurfacing intervals of no less than 12 years on the average.

Entries must be received by May 1, 2002. Winners will be announced on September 1, 2002.

Call Emilie Hill at LAPA (225) 927-9737 for more information and a Nomination Form....



Transportation Appropriations Bill Clears Congress

The FY 2002 Transportation Bill came close to final approval last week as Congress cleared the legislation and presented the bill to the President for his approval. The bill provides \$31.8 billion in overall funding for the federal-aid highway program. The bill earmarked nearly \$1 billion in funding that should have been allocated to the states

under the highway formula established in TEA-21. House Transportation and Infrastructure Committee Chairman Don Young (R-AL) sharply criticized appropriators in a letter stating, "No prior transportation appropriations act has ever cut a state's highway formula funds and shown such disregard for the existing law." Chairman

Young and other committee members said they will look for ways to prohibit appropriators from redirecting funds laid out in law.



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Smooth Roads

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Resonant Machines, Inc.

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Smeco Grooving & Grinding

Southland Oil Company

Southwest Materials, Inc.

St. Paul Surety

Trans Tech

Troxler Electronics Laboratory

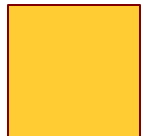
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