

Mr. Topper's News

September 2002

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QUALITY PAYS

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- Getting Results – What Worked In California

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DEO VINDICE

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Budget Woes & Highway Funding

TRIP (The Road Information Program) conducts studies for states in need of money.

Numerous state governments across the U. S. share one thing in common this year – significant budget shortfalls. As a result, funding for road and bridge improvements is under threat because of tight budgets, especially since federal highway funding may be decreased in 2003. On March 5, Californians decided to take matters into their own hands and voted their overwhelming approval of Proposition 42, which dedicates the state's sales tax on gasoline to highway and transit projects. This measure increases revenue for California's transportation needs by approximately \$1.5 billion a year.

California's Transportation

Chairman, Bert Sandman, called the result "the most significant step forward for transportation (in California) in more than a decade."

Reaching Voters

In its first study, released in December, TRIP found that California has the worst arterial road conditions in the country, and Californians spend billions a year in extra vehicle operating costs driving on poor roads.

A second TRIP study in February on the condition of California's major urban roads garnered similar media attention about highway funding needs. Voters got the message loud and clear, and TRIP helped a state highway advocacy group win increased funding for roads and bridges.

Several other state highway advocacy groups are enlisting TRIP's help this year as they pursue their own public education efforts. Colorado, Nevada, New Mexico, Oklahoma, Missouri, Wisconsin and Louisiana are included in this list.

In **Louisiana**, poor road and bridge conditions are obstacles to the state's economic development, so TRIP has crafted a study detailing the effect of decreasing highway funding on Louisiana's future prosperity. You will be hearing more from the LA Construction Industry, including LAPA, on the DOTD Funding Initiative to help fund an additional \$ 200 million per year for road construction on state highways.

Ed Milner, Coastal Bridge Company, LLC, Baton Rouge, Louisiana Elected President of LAPA

Ed Milner was elected President of LAPA at the Annual Meeting in San Antonio, Texas in June. He succeeded Courtney Fenet, R.E. Heidt Construction Company, Westlake, Louisiana. Ed is Vice president of the Baton Rouge based contracting firm.

He presented the outgoing President a plaque for outstanding service to LAPA and the construction industry. Other officers included: Huey Stockstill, Jr., 1st VP Steve Hackworth, 2nd VP Nelson Roth, Secretary Steve Strickland, Treasurer and Ronald Madden, Associate Board Representative



ROUGH RIDE COSTS TAXPAYERS



Coursey Blvd. and Sherwood Forest Blvd. Baton Rouge

Nearly one-fourth (23%) of major roads in the nation's largest urban areas have significant deterioration and need immediate repair or reconstruction.

Transportation group finds motorists are paying dearly for poor roads. Nearly one-fourth (23 percent) of major roads in the nation's largest urban areas have significant deterioration and need immediate repair or reconstruction. That's the finding of a new report from The Road Information Program (TRIP), a nonprofit transportation research group based in Washington, D. C. TRIP's report concluded that as a result of the bad roads, motorists in those cities are paying an extra \$358 per year in vehicle operating costs.

"Motorists are paying (what amounts to) hidden taxes as a result of these extra vehicle operating costs," said TRIP Executive Director William M. Wilkins. He said the higher costs stem from additional tire wear, extra fuel consumption and more rapid vehicle deterioration. Wilkins said the most effective means of reducing those costs is repairing the roads. "The best way to improve poor road

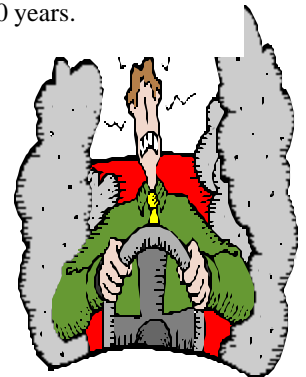
conditions in our cities is to increase funding for our nation's transportation system at all levels. We can do that by spending some of the \$16.5 billion paid by our nation's motorists that now sits in the Federal Highway Trust Fund."

Bad Time for Proposed Cuts

The Bush Administration proposed an \$8.6 billion cut in federal highway funding in 2003, and Wilkins says it couldn't have come at a worse time. "Many states are facing a double whammy," he noted, "because the proposed federal cuts are happening at the same time that many state budgets are also being curtailed."

TRIP used the Federal Highway Administration's own data in assembling the report. In addition to the 23 percent of roads that have significant deterioration, the report says another 27 percent of the roads are in "mediocre" condition and are currently or soon will be in need of repair.

Wilkins said there are new materials and techniques available that offer opportunities to resurface and reconstruct roads to slow future deterioration, thus reducing costs to motorists. He said preservation treatments on highway surfaces still in good condition can delay the need for significant pavement replacement by five to 10 years.



Had fun in San Antonio?

Mark your calendar:

LAPA Convention

Marriott's Grand Hotel Resort, Golf Club & Spa
Point Clear, AL
June 25-29, 2003

The Public Does Know Pavements

A recent public opinion study sponsored by the Michigan Asphalt Paving Association indicates that the traveling public believes asphalt pavements tend to be quieter than other

types of pavement. In the same study, motorists expressed a preference for asphalt pavements built according to the Perpetual Pavement model, as opposed to

concrete pavements that require complete reconstruction when they reach the end of their design life.

THE NEW ASPHALT SMOOTH, DURABLE, QUIET, SAFE



DOTD Chief Took Long Road to Louisiana

Dr. Kam rode a bus from Iran to Turkey. Then he hopped on the legendary Orient Express railroad from Istanbul to Munich, took a ship from Germany to New York and rode another train from New York to Lafayette. All at the age of 19.

The state's transportation secretary has a huge say on:

Whether congestion on I-10 in Baton Rouge is eased and how it's done.

Whether one lane of I-110 South is closed near downtown to improve eastbound traffic off the Mississippi River bridge.

Whether a loop around Baton Rouge ever moves past the talking stage.

Whether motorists pay

higher gasoline taxes, and how the money would be spent.

In 1963 Movassaghi got a bachelor's degree in civil engineering from what is now the University of Louisiana Lafayette, and master's and doctoral degrees from LSU. Part of his master's work focused on why so many Louisiana bridge decks were cracking.

Gov. Mike Foster named Movassaghi transportation secretary in October 1998.

Since then Movassaghi has repeatedly called for a variety of tax hikes to finance better roads. Even Foster has generally disavowed them, and none have generated much support in the Legislature.

The highway department operates with a \$1.1 billion annual budget. It has 5,156 employees. Movassaghi contends that the state needs to raise an extra \$200 million a year right away, and much more later, to make a real dent in state highway needs.

With the money now available, "We basically do maintenance work," he said. Even allies concede that lining up statewide support for a tax hike is a monumental task.

Movassaghi hopes to accelerate the work by selling bonds. The state hopes to sell about \$275 million in bonds by the end of August and finish all the work by 2012 instead of 2030.

Source: *The Advocate*



Dr. Kam Movassaghi
DOTD Secretary

See you September 28-October 1 at
Opryland Hotel, Nashville, Tennessee



2002 SEAUPG ANNUAL MEETING



APA ORDERING IS EASY

To order Asphalt Pavement Alliance products, contact Brenda Jew, Alliance Administrative Assistant, at 888-468-6499, fax 301-731-4621, or via e-mail to publications@asphaltalliance.com. Visit www.AsphaltAlliance.com and click on the button at the bottom of the screen labeled APA Products & Ordering Form for a complete list of APA products and a convenient order form.

The Southeastern Asphalt User/Producer Group (SEAUPG) invites you to attend its 2002 Annual Meeting & Exhibits in Lexington, KY on November 18 through November 21, 2002 at Marriott's Griffin Gate. For more information: contact LAPA or Jill Baumgardner at 601-206-5330.

<http://www.seaupg.org/>





Any proposed tax increase is a tough sell



Highways ARTBA Calls For \$60 Billion In Next Road Bill

As Congress mulls ideas for 2003's highway and transit authorization, the American road & Transportation Builders Association is now calling for a near doubling in funding. To get there, ARTBA recommends a phased-in hike in the motor fuels tax of up to 13 cents per gallon. Any proposed tax increase is a tough sell, but congressional transportation committees surely want a large jump in road spending, too.

In testimony before a House sub-committee on July 16,

ARTBA President and CEO Peter Ruane said the next bill should start with \$35 billion for highways in 2004, rising \$5 billion a year, to \$60 billion in 2009. The 2002 level is \$32 billion. He also said transit could get up to \$14 billion in 2009—the sum the American Public Transportation Association seeks—up from \$6.9 billion this year.

To reach \$60 billion, ARTBA proposes boosting the fuels tax by about 2 cents per year, or maybe less. The current gas tax is 18.3 cents

per gallon. ARTBA seeks to change trust fund management, to spend tax receipts closer to the time they're collected. At present, Ruane says, revenue is "warehoused" for up to seven years before it's spent. ARTBA also wants the tax indexed for inflation.



Smithsonian Program

Pledges to the Smithsonian's "*America on the Move*" have topped the \$1 million mark. Contributions are still being accepted to support the Smithsonian and help NAPAREF develop the educational materials that will be part of NAPA's outreach program. Those pledging \$25,000 or more will have their names placed on a plaque which will be

displayed prominently in the museum. The Smithsonian program is going to be the centerpiece of NAPA's efforts to reach out to the next generation of young Americans and encourage them to get involved in the asphalt industry. For more information or a pledge form, contact Jay Hanson, Vice

President, Government Affairs at the NAPA office.

jay@hotmix.org



De-listing Of Asphalt Plants By EPA:

The United States Environmental Protection Agency (EPA) has removed Hot Mix Asphalt plants from their list of industries subject to stringent new standards. EPA's notice in the Federal Register said unequivocally "we have concluded that no asphalt concrete manufacturing facility has the potential to emit HAP (hazardous air pollutants) approaching

major source levels."

The EPA's action is a direct result of NAPA's research program, which was conducted in partnership with EPA from 1989 through 1997.

If asphalt plants had been proved to be major sources of hazardous air pollutants, we would have been saddled with a negative image, which would have been quite a burden to bear. We are

an industry that prides itself on maintaining positive, responsible relationships with our communities and neighbors. And, the cost of implementing new technologies at HMA plants could have cost the industry as much as \$2 billion. Being de-listed by EPA is a major victory for the HMA industry.



John Kennedy, State Treasurer, was the Keynote Speaker at the LAPA Convention in San Antonio this past June. His topic, Economic Development has long been LAPA Membership's primary mission.

Fall Legislative Fly-In Date

The Fall Legislative Fly-In date is set in asphalt. Mark your calendars for the Transportation Construction Coalition (TCC) Fly-In, to be held September 23-24, 2002 at the Marriott Wardman Park Hotel in Washington, DC. This event, sponsored by the TCC, is being planned by NAPA, the American Road and Transportation Builders Association,

Associated General Contractors of America, and National Stone, Sand and Gravel Association. More information will be forthcoming as the program is developed. In the meantime, mark your calendars and plan to attend! If you have any questions, contact Pam Keller, Government Affairs Coordinator, at the NAPA office, or e-mail <mailto:pkeller@hotmix.org>





An estimated 34 percent growth in state highway apportionment!

AASHTO CALLS FOR HIGHWAY, TRANSIT PROGRAM GROWTH

AASHTO has set a reauthorization goal of increasing the federal-aid program from \$34 billion in FY 2004 to \$41 billion in FY 2009. The goal for transit is to see it increase from \$7.5 billion to \$10 billion over six years. This would amount to an estimated 34 percent

growth in state highway apportionment over the life of the legislation. Its priority objectives also include maintenance of funding guarantees and firewalls, and amendments to the revenue-aligned budget authority program to make it less susceptible to economic

swings, retaining the basic program structure, increasing flexibility to meet priority needs for security, safety, congestion relief, freight, preservation and capacity and improving environmental stewardship and streamlining

Skip Paul Honored for Contributions to National Academies



Harold "Skip" Paul was recently honored as a lifetime National Associate of the National Academies in recognition of his extraordinary contribution to the nation in matters of science, engineering, and health. As one of only two representatives of state DOT's to receive this honor, this award recognizes 25 years of service in the transportation industry, including 20 in which he has been active in TRB. Skip serves as a member of A2D05, General Issues

in Asphalt technology, is a member of A2F02 on Flexible Pavement Construction. He is also a member and past director-at-large of AAPT. He has also served on numerous NCHRP, FHWA and SHRP synthesis and project experts panel. (Source: LTRC Technology Today)

Keynote Speaker Is Confirmed For NAPA' 2003 Convention

You don't want to miss NAPA's 2003 Annual Convention January 13-17 at the San Diego Marriott Hotel & Marina.

George F. Will has been confirmed as the keynote speaker. He is a Pulitzer Prize-winning columnist, Newsweek essayist, and media icon. The Welcome Reception will be on Monday evening January 13 and closing will include a special event on Thursday evening, January 16. Committee meetings will begin on Saturday, January 11.

Mark your calendar today!

Airport Pavement Workshop

Asphalt Pavement Design, Construction and Maintenance

Sponsored by the FAA and the Asphalt Institute.

Date: October 9-11, 2002 **Place:** The Westin Beechwood

3300 Championship Parkway FT. Worth, TX 76177

Phone: 817-961-0800

For More Information call AI @ 859-288-4964

Or to Register Online:

<mailto:seminars@asphaltinstitute.org>

<http://www.asphaltinstitute.org/> or



WORLD OF ASPHALT 2003

SHOW AND CONFERENCE:

GET READY for World of Asphalt 2003 Show and Conference. There will be a live demo that will involve paving a city street adjacent to the Nashville Convention Center. Dates are March 18-20, 2003

The Asphalt Pavement Alliance will sponsor the Asphalt Pavement Conference: Superpave 2003, March 17-19 in Nashville, in conjunction with World of Asphalt.

For more information, contact: Glenyss Naro at LAPA or go to: <http://info@worldofasphalt.com/>



APA Asphalt Paving Seminars

The Louisiana Asphalt Pavement Association, The Asphalt Pavement Alliance and LTRC, T2 Center held a Asphalt Paving Seminar on May 9, 2002 at the Comeaux Recreation Center from 9 AM to 3 PM.

No fees were charged and lunch was furnished by Joe Guilbeaux,

Louisiana Testing and LAPA.

The topics for the seminar included: Pavement Design, Mixture Types, Economics-LCCA, and Planning.

The attendees included the Lafayette Parish Consolidated

Government's DPW engineers, DOTD Engineers and local Consulting Engineers.

There was a good turnout with over 40 attendees. Speakers included Gary Fitts, Asphalt Institute, Chris Abadie, LTRC and Don Weathers, LAPA.



APA Asphalt Paving Seminar & Golf Outing

A Hot Mix Asphalt Seminar for asphalt paving proved successful with approximately 70 attending.

The day, July 23, 2002, was sponsored by Louisiana Asphalt Pavement Association, D & J Construction, Davison Petroleum, Vulcan Materials and LTRC, T2 Center. Calvert Crossing Golf Club was the location of the event. Speakers included Gary Fitts, Asphalt Institute, Skip Paul and Philip

Graves, LTRC and Don Weathers, LAPA. The hosts were Steve Hackworth, D& J Construction, West Monroe; Paul Frazier, Davison Petroleum and Nelson Roth, Vulcan Materials Co.

The topics included:

- Pavement Design**
- Mixture Types**
- Economics**
- LCCA, and Planning**





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