

# SAPAE

N

E

W

S

**Louisiana Asphalt Pavement Association's** president, Steve Strickland, believes that Louisiana's asphalt industry is headed in the right direction with the new hot-mix specifications now being implemented. They were developed by a specifications committee that included asphalt industry people, academia, FHWA, Louisiana Transportation Research Center and the Louisiana Department of Transportation and Development. "In my opinion," says Strickland, "the new hot-mix specifications should be used in lieu of the Stone Mastic Asphalt mixes. The new specifications are far more economical and will extend the life of the pavements as expected."

**The Rocky Mountain Region** Asphalt Pavement Education Center is a partnership between the Colorado DOT, FHWA and the Colorado Asphalt Pavement

Association (CAPA). It offers programs that provide everything from basic information about asphalt pavement construction to detailed training in QC/QA laboratory tests and asphalt mix design. Part 2 of the Mix Design program includes instruction in fabricating and evaluating properties of test specimens using equipment specific to both the Marshall and the Superpave methods.

**Dodge County, Wisconsin, Highway Commission;** the Wisconsin Asphalt Pavement Association; Northeast Asphalt, Inc.; Payne and Dolan, Inc.; Koch Materials Company; CMI Corporation; and Marquette University all combined to stage an In-Place Asphalt Rehabilitation Techniques demonstration this past fall. Over 250 people watched four techniques--1. Milling and Relay of asphalt pavement; 2. Pulverizing and Relay of

asphalt pavement; 3. Cold in-place reclamation, Emulsion Injection; and 4. European Technology/Foamed Asphalt Injection--demonstrated on a 5-mile project.

**NAPA** conditionally endorsed the National Occupational Safety and Health (NIOSH) draft guidelines on engineering controls for highway pavers. The NIOSH proposal includes requirements for the installation of engineering controls on all self-propelled asphalt pavers weighting 16,000 pounds or more built after July 1, 1997. The engineering controls must vent at least 80 percent of the asphalt fumes away from workers on or near the equipment. The NIOSH proposal would require all older pavers weighing the same to be retrofitted with engineering controls by July 1, 1999.

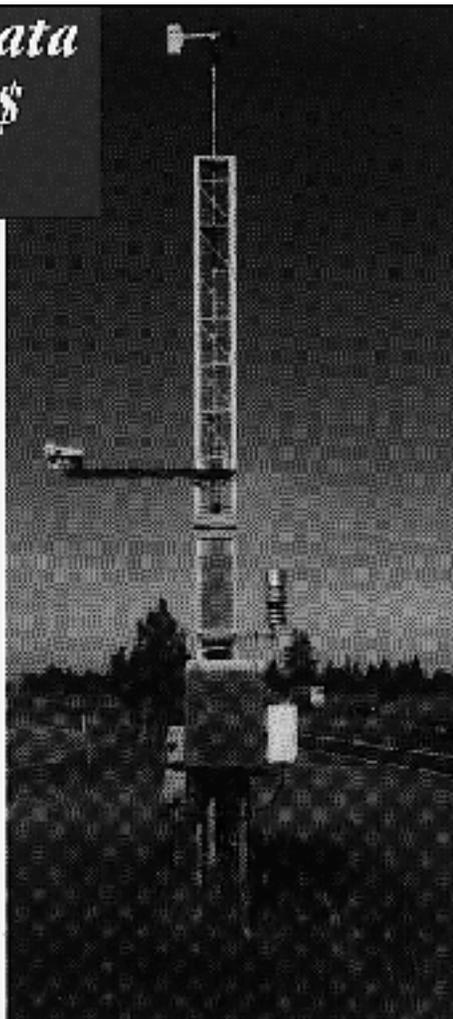
**Michigan Asphalt Pavement Association** reports that fine aggregate angularity requirements for Superpave may have a significant impact on material selection, especially on higher traffic volume projects. MAPA urges their contractors to obtain the required testing equipment and begin testing their fine aggregates to determine if they meet Superpave fine angularity requirements. MAPA also suggests that contractors work with aggregate suppliers and alert them about any necessary changes.

## Get Pavement Data and Save \$\$\$\$\$ Every Season

**T**he SCAN® Road/  
Runway Weather  
Information System  
(RWIS) from Surface Systems, Inc.  
(SSI) can save your agency thou-  
sands of dollars in a single winter  
season. That's why 43 states and  
the District of Columbia use the  
SCAN RWIS for cost effective  
maintenance decision making.

**BEFORE** cracking snow-  
covered roads or repairing  
damages caused by a long winter,  
you can consult the SCAN System  
for critical information on the  
pavement conditions that impact  
the effectiveness of your work. You  
can also talk with meteorologists in  
SSI's state of the art Weather  
Center for forecasting services  
24 hours a day, 365 days a year.

With a SCAN RWIS and weather  
services from SSI, you'll know



the best time to work on your pave-  
ments. For more information, call  
**1-800-925-SCAN.**

**SSI**  
**Sensing the Future**

Surface Systems, Inc. 11123 Burnside Road  
Fenton, MO 65024-6115



Visit SSI at [www.ssiweather.com](http://www.ssiweather.com)

### Flexible Pavements Inc. of

**Ohio** reports that Ohio DOT has adopted a policy for 1997 hot-mix asphalt projects that require the addition of SBR or SBS polymers to heavy duty surface courses. FPI recommended the policy to ODOT to increase durability and longevity of its heavy-duty surface

mix. ODOT has put together a team to implement the policy. The team includes representatives from liquid asphalt suppliers and the hot-mix industry, as well as representatives of polymer-modified asphalt suppliers. The implementation team will recommend how to merge the policy with the

adoption of performance graded asphalt binders, which will occur about the same time.

**Wayne Muri**, Missouri Asphalt Pavement Association executive director, was awarded the George S. Bartlett award at the AASHTO annual meeting in Buffalo, New York. Muri earned the award in recognition of his contribution to highway progress. The award is co-sponsored by the ARTBA, TRB and AASHTO.

**Maryland Asphalt Association, Inc.'s** partnering team, composed of contractors and MAA executive director Brian Dolan, regularly meets with the Maryland State Highway Administration to educate front line employees of both the SHA and the asphalt industry about new developments and new ways of doing business in the asphalt industry. Recent meetings have included a presentation by the Plant Rating Team to ensure that all employees understand the new plant rating system.

**Carroll Lance**, long-time executive director of the Asphalt Contractors Association of Florida, passed away in the fall of 1996. Carroll is remembered by both local and national contractors as a "warrior for the asphalt industry" and a strong supporter of NAPA. **Jim Warren**, formerly director of education for ACAF, was recently named its executive director. ▲