Transportation Innovation: Solving Tomorrow’s Challenges

February 8–11
Baton Rouge
River Center
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River Center Maps

River Center

River Center, Ground Level

River Center, Plaza Level
**Conference Headquarters**

The 2009 Louisiana Transportation Conference Headquarters is located in the Business Office on the Ground Level, next to the Exhibition Hall. The Conference Headquarters will be open Monday and Tuesday, from 7:00 a.m. – 5:00 p.m., and Wednesday, 7:00 a.m. – 2:00 p.m.

**Badge/Name Tag**

Please remember to wear your 2009 Louisiana Transportation Conference badge/name tag at all times as this is your admission to all events.

**Parking Procedures—P**lease read carefully

**General:**

- Park in either East or West garage.
- Garage entrances are on St. Louis Street, north of St. Louis/Government St. intersection.
- You may enter/exit garage as often as necessary by following the procedures below.

**Procedures for Driver:**

1. Take ticket from machine each time you enter garage.
2. Report to Parking Validation (adjacent to Registration Booth in River Center Lobby) to turn in ticket and receive a garage exit pass anytime before departure from conference.
   - A pass is only good for that day.
   - Each time you exit the garage and return the same day, you must repeat the procedure.

*The Following Step Is Very Important:*

- You must inform Parking Validation if this is your second (or subsequent) time to get a pass that day—no penalty, they just need to know for proper payment to East Baton Rouge Parish (EBR) authorities.

3. Same procedures are to be followed each day/each entry.
4. Different colored passes for each day.
5. If you fail to exchange parking ticket for pass, you will be responsible for paying the fee—no reimbursement after the fact.

**Shuttle Information**

Shuttle service will be provided between DOTD headquarters and the River Center at the following times. The pickup point will be located at the rear of DOTD headquarters.

*Monday, 2/9/09*

- 7 a.m. — 9 a.m.
- 4:30 p.m. — 5:30 p.m.

*Tuesday, 2/10/09*

- 7 a.m. — 9 a.m.
- 4:30 p.m. — 5:30 p.m.

**Professional Development Hours (PDHs) for Engineers**

The program provides abstract information and a schedule of 71 sessions, including six personal development courses, all of which qualify for professional development hours. The last pages of the program contain a register to help keep track of the sessions that are attended and number of PDHs that are accumulated. There is a total of 19 Professional Development Hours (PDHs) available through this conference, including the biennially required hour in professional ethics. The ethics session will be offered twice (on Sunday at 4:30 p.m. and on Wednesday at 2:00 p.m.)

**Industry Exhibits**

Exhibits on transportation technologies/products will be displayed during the following times in the River Center Exhibition Hall (ground level):

*Monday*

- 5:00 p.m. to 9:00 p.m., Industry Reception

*Tuesday*

- 7:00 a.m. to 3:15 p.m.

**Speaker Preparation Room**

Speaker preparation equipment is located in the Show Manager Office on Plaza Level, around the corner from Meeting Room 1. (Follow the signs with directional arrows.) This room contains audiovisual equipment for speakers to use in preparing for presentations. Hours are:

- Monday, Tuesday: 7:00 a.m. – 5:00 p.m.
- Wednesday: 7:00 a.m. – 12:00 p.m.

(continued)
Monday’s Keynote Luncheon
A Keynote Luncheon will be held at the Sheraton Atrium following the General Session on Monday. Please follow ushers’ directions for orderly seating.

Wednesday’s Conference Luncheon
Seating for the Conference Luncheon starts at 11:45 a.m. in the Ballroom of the River Center. Lunch will begin at 12 noon and will include awards presentations.

Conference Evaluation
A conference evaluation survey will be sent to you electronically after the conference. Please take a few minutes to respond to the survey so that we can gain your valuable input as we plan the next Louisiana Transportation Conference.

Conference Presentations
After the conference, the conference presentations will be made available to all registered delegates, upon the completion of the conference evaluation.

Special Needs
If you have special needs during the conference, visit the Conference Headquarters (in the Business Office on Ground Level, next to the Exhibition Hall), and every effort will be made to accommodate your request.
TABLETOP DISPLAYS

The following exhibits will be on display in the Riverview Lobby on Tuesday, beginning at the first coffee break at 9:45 a.m. through 4:00 p.m.

Section 21, Data Collection and Management Systems
Interactive demonstrations of Pavement Management’s VisiData, VisiWeb, and Surveyor Software will be available along with “how-to” demos for the PMS intranet Web page. Visitors can test the software and learn how it can be applied to their job functions. The display will also include maps showing Traffic Counter locations and the equipment used in the collection of the data.

Section 24, Road Design
The DOTD Road Design Section will showcase interactive and poster displays featuring past, current, and future activities of the section. Displays depicting the accomplishments of the TIMED program, a continuous presentation of select construction project photographs, and poster displays of projects under Road Design’s administration will also be featured.

Section 28, Environmental
The various disciplines of the Environmental Section will be represented in the tabletop display. View our table and learn more about wetland surveys, threatened and endangered species surveys, cultural resources surveys, noise measurements, and permitting.

Section 37, Compliance Programs
The Disadvantaged Business Enterprise (DBE) Program program is designated to provide opportunities for socially and economically disadvantaged individuals to participate in federally funded transportation projects. In 2008, DOTD began evaluating professional service contracts for the inclusion of DBE Goals. DBE Goals have been included in our construction projects for many years, and this process has been expanded to include engineering and other professional service consulting firms. Our display will include information on the program along with the application forms necessary to participate in the program.

Section 64, Floodplain Management
Visit this tabletop display to learn the answer to these questions: What is Floodplain Management, and why should you consider it in any and all projects at work and home? What do the new Digitized Flood Insurance Rate Maps (DFIRMs) mean to you?

Section 66, Marine and Rail
The goal of the Marine and Rail Section is to continuously improve our marine and rail infrastructure for the passenger and freight movement, to nurture economic development, and to enhance our quality of life through the development of an efficient, safe, and seamless Intermodal Transportation System. This tabletop display will focus on the Louisiana Marine Transportation System (LA MTS) and the Statewide Rail System Plan and Program to include the New Orleans Rail Gateway Rehabilitation Project.

Section 80, Contracts and Specifications
Those that are involved in Electronic Plan submittal and Distribution can learn more information about the Department’s use of Projectwise and Falcon at this display. Projectwise is used to house the plans during the development and submittal stages of State Projects. Falcon (also known as the Electronic Plans Distribution Center) is used to publish the plans online and provide access to view Project Information, submit a question, and view all plans.

Section 81, Public Transportation
This tabletop display will feature the Public Transportation Capital and Operating Assistance Programs available to nonprofits and public bodies. These programs seek to improve public transit in all areas of the state so that citizens can enjoy an adequate level of personal mobility regardless of geographical location, physical limitation, or economic status. The display will also feature training and outreach programs provided by the Public Transportation Section at the Annual Louisiana Public Transportation Conference.

(continued)
Section 82, Highway Safety
Come see how the Highway Safety Section can help you “Drive Safe! Stay Alert! And Don’t Get Hurt.” We will have informational brochures, ink pens, and safety tips to keep you safe on the highways.

Louisiana Operation Lifesaver (LAOL) promotes our railroad safety message of “Look, Listen, and Live” with informational brochures and materials. Learn how LAOL can spread our railroad safety message with free presentations to your community, co-workers, family, and friends.

Section 85, Office of Planning and Programming
The Office of Planning and Programming will feature several of its mapping products. These maps and the data used to create them can be very useful when making transportation planning and programming decisions. This display will show the progress that DOTD is making in GIS applications in mapping. Copies of the Louisiana Official Highway Map and the Louisiana Bicycle Map, which are produced by the office, will be available.

Section 88, Aviation
The Aviation Section tabletop display will feature and promote grant programs available to airports as well as our aviation education and community outreach program. This portion of the tabletop will focus on the development and implementation of the nation’s first successful non-primary entitlement fund transfer program to fund projects at Louisiana airports, initiated by the DOTD Aviation Section.

The display will also prominently feature the Louisiana Aviation Art Contest which is designed to foster interest in aviation for the next generation of pilots. A historical video overview of the New Orleans Lakefront Airport will be provided to exhibit the beauty and architectural component of aviation in New Orleans. Finally, we will have our flight simulator on display for all attendees to experience the joy and passion of aviation.

District 58
District 58 will present an entertaining and informative movie outlining its major accomplishments and construction projects throughout 2007-2008. Content will include important District statistics and history, with emphasis on the Black River Bridge in Jonesville and the Ouachita Bridge in Colombia (including the video explosions of the existing movable bridges in those locations), along with numerous other images of construction and maintenance operations of interest across the District. The display may also include a very limited number of animated images highlighting non-DOTD points of interest in our area.

FHWA Louisiana Division: Roundabouts—An Innovation to Solve the Safety & Mobility Issues of Louisiana’s Intersections
Come visit the FHWA Louisiana Division booth to see roundabouts in action, including videos, aerial photos and construction plans of successful roundabouts built all across our nation and in Louisiana. Check out the computer simulation models of roundabouts and pick up guidance & technical information on the planning, design, construction and operations of roundabouts. Roundabouts—NOT your grandpa’s traffic circle!


**PROGRAM AT-A-GLANCE**

Sessions pertaining to the conference theme are marked with a 🌟

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**Sunday, February 8**

- **2:00 p.m.–5:00 p.m.**
  Conference Registration, Sheraton East & West Baton Rouge Rooms

- **4:30 p.m.–5:30 p.m.**
  Ethics Session, Sheraton Iberville Rooms A, B, & C

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**Monday, February 9**

- **7:00 a.m.–5:00 p.m.**
  Conference Registration, River Center Riverview Room

- **7:30 a.m.–8:30 a.m.**
  Breakfast, River Center Galleria

- **9:00 a.m.–11:00 a.m.**
  General Session, River Center Theater

- **11:15 a.m.–12:45 p.m.**
  Keynote Luncheon, Sheraton Atrium

- **1:00 p.m.–2:45 p.m.**
  Concurrent Sessions, River Center
  1. Leading in Tough Times (Redstick Room)
  2. Asphalt Materials Research (Meeting Room 1)
  3. Transportation Knowledge Network (Meeting Room 2)
  4. Implementing the SAFETEA-LU Requirements: Louisiana’s Challenges and Opportunities (Meeting Room 3)
  5. Transportation Management (Meeting Room 4)
  6. Bridge Maintenance (Meeting Room 5)
  7. Transportation Innovation—Solving Tomorrow’s Challenges (Meeting Rooms 6 & 7)
  8. Trns•Port BAMS/DDS Overview (Meeting Room 8)

- **2:45 p.m.–3:15 p.m.**
  Break

- **3:15 p.m.–5:00 p.m.**
  Concurrent Sessions, River Center
  10: Strategies for Saving Time on Routine Tasks (Redstick Room)
  11: Crumb Rubber Modified HMA (Meeting Room 1)
  12: Customer Service at DOTD (Meeting Room 2)
  13: Intelligent Transportation Systems (ITS) (Meeting Room 3)
  14: Transportation Design: Innovative Intersections/Interchanges (Meeting Room 4)
  15: Structures Research (Meeting Room 5)
  16: Systems Preservation (Part 1) (Meeting Rooms 6 & 7)
  17: Intermodal Transportation (Part 1) (Meeting Room 8)
  18: Dealing with Future Transportation Issues (Ball Room)

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**Tuesday, February 10**

- **7:00 a.m.–5:00 p.m.**
  Conference Registration, River Center Riverview Room

- **7:00 a.m.–8:30 a.m.**
  Breakfast, River Center Exhibition Hall

- **7:00 a.m.–3:15 p.m.**
  Industry Exhibits, River Center Exhibition Hall

- **8:00 a.m.–9:45 a.m.**
  Concurrent Sessions, River Center
  19: Careers in Transportation (Redstick Room)
  20: Innovative Asphalt Technologies (Meeting Room 1)
  21: Innovative Financing (Meeting Room 2)
  22: Electronic Traffic Signal Enforcement (Meeting Room 3)
  23: Right-of-Way Maintenance (Meeting Room 4)
  24: Design Methods for Foundations Using Newly Implemented LRFD Criteria and How that Affects The Construction Specifications (Meeting Room 5)
  25: DOTD Plan Delivery (Meeting Rooms 6 & 7)
  26: Intermodal Transportation (Part 2) (Meeting Room 8)
  27: Modifications to the Huey P. Long Bridge in New Orleans (Part 1) (Ball Room)

- **9:45 a.m.–4:00 p.m.**
  Tabletop Displays, River Center Riverview Lobby

- **9:45 a.m.–10:15 a.m.**
  Break

- **10:15 a.m.–12:00 p.m.**
  Poster Sessions, River Center Galleria

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**Wednesday, February 11**

- **10:15 a.m.–12:00 p.m.**
  Concurrent Sessions, River Center
  28: Communication Strategies (Redstick Room)
  29: Asphalt Materials (Meeting Room 1)
  30: Workforce Development (Meeting Room 2)
  31: Highway Safety Tools, Techniques, and Analyses (Meeting Room 3)
  32: Transportation Planning (Meeting Room 4)
  33: Twin Spans Pile Driving Issues (Meeting Room 5)
  34: Cost Estimate Determination (Meeting Rooms 6 & 7)
  35: Public Works Program (Meeting Room 8)
  36: Modifications to the Huey P. Long Bridge New Orleans (Part 2) (Ball Room)

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**7:00 p.m.–9:00 p.m.**

Industry Exhibits/Reception, River Center Exhibition Hall

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### PROGRAM AT-A-GLANCE

Sessions pertaining to the conference theme are marked with a ⚡️

#### 12:00 p.m.–1:00 p.m.
**Lunch (on your own)**

#### 1:00 p.m.–2:45 p.m.
**Concurrent Sessions, River Center**

| 37: Senior Design Projects (Redstick Room) |
| 38: Concrete Materials (Meeting Room 1) |
| 39: Legal: Talk with the Lawyers (Meeting Room 2) |
| 40: Traffic Engineering (Meeting Room 3) |
| 41: Management Systems (Meeting Room 4) |
| 42: Geotechnical Related Research and Implementation (Meeting Room 5) |
| ⚡️ 43: Electronic Bidding (Meeting Rooms 6 & 7) |
| 44: Coastal Protection and Restoration Authority of Louisiana (CPRA) (Meeting Room 8) |
| 45: John James Audubon Bridge in New Roads and St. Francisville (Ball Room) |

#### 2:45 p.m.–3:15 p.m.
**Break**

#### 3:15 p.m.–5:00 p.m.
**Concurrent Sessions, River Center**

| 46: Leading in Tough Times (Redstick Room) |
| 47: Portland Cement Concrete Pavement Construction (Meeting Room 1) |
| 48: LaGOV – The Louisiana Statewide Enterprise Resource Planning (ERP) Project (Meeting Room 2) |
| ⚡️ 49: Highway Safety, A Collaborative Effort: The 3 E’s (Meeting Room 3) |
| 50: Use of ArcGIS for Managers and Supervisors (Meeting Room 4) |
| 51: Deep Foundation and Testing Research (Meeting Room 5) |
| 52: Systems Preservation (Part 2) (Meeting Rooms 6 & 7) |
| 53: Committed to Preservation and Progress: DOTD, Archaeology, Construction, and the Natchitoches Front Street Project (Meeting Room 8) |
| 54: Construction Update on DOTD Mega Projects/Programs (Ball Room) |

### Wednesday, February 11

#### 7:00 a.m.–8:30 a.m.
**Breakfast, River Center Galleria**

#### 8:00 a.m.–9:45 a.m.
**Concurrent Sessions, River Center**

| 55: Strategies for Saving Time on Routine Tasks (Redstick Room) |
| 56: Pavement Crack and Overlay Design (Meeting Room 1) |
| 57: Transportation Funding (Meeting Room 2) |
| 58: Highway Safety and Incident Management: The Who’s, What’s, and When’s (Meeting Room 3) |
| 59: Transportation Capacity and Weight Impact (Meeting Room 4) |
| ⚡️ 60: Project Scheduling (Meeting Room 5) |
| 61: DOTD, LTM and Consultant Engineers/Inspectors (Meeting Room 6) |
| ⚡️ 62: Transportation Sustainability: Engineering & Environmental Consideration (Meeting Room 7) |
| ⚡️ 63: New Options in Transportation Communication and Research (Meeting Room 8) |

#### 9:45 a.m.–10:00 a.m.
**Break**

#### 10:00 a.m.–11:45 a.m.
**Concurrent Sessions, River Center**

| 64: Communication Strategies (Redstick Room) |
| 65: Pavement Research and Implementation (Meeting Room 1) |
| 66: Driving Continuous Improvement in Your Environment (Meeting Room 2) |
| ⚡️ 68: Innovations in Drainage Solutions (Meeting Room 4) |
| 69: Utility Relocation (Meeting Room 5) |
| 70: Panel Discussion with DOTD on Technical & Administrative Concerns (Meeting Room 6) |
| ⚡️ 71: Environmental Construction Permits (Meeting Room 7) |

#### 12:00 p.m.–2:00 p.m.
**Awards Luncheon, River Center Ball Room**

#### 2:00 p.m.–3:00 p.m.
**Ethics Session, River Center Meeting Rooms 5, 6, 7, and 8**
SESSION ABSTRACTS

The following pages contain concurrent session titles, titles of presentations, names of presenters, and brief abstracts. A copy of the presentations will be available on the LTRC Web site after the conference.

Sessions related to the conference theme, Transportation Innovation: Solving Tomorrow's Challenges, are highlighted throughout the program.

[MONDAY 1:00 p.m.–2:45 p.m.]

Session 1: Leading in Tough Times
Redstick Room
Moderator: LSU Professional Development
Leading in Tough Times will have advice and tips for any manager, supervisor, or team leader who must keep employees productive and engaged during difficult times. In the fast-changing world of business, this will help you work through difficult issues, make decisions, and take actions that will ensure you, your people, and your organization survive – and even thrive.

Session 2: Asphalt Materials Research
Meeting Room 1
Moderator: Chris Abadie

GPC Characterization of Asphalt Binders
Dr. William Daly, LSU
Asphalt binders extracted from pavements as well as virgin asphalt liquids will be evaluated using gel permeation chromatography (GPC). The analytical separation technique allows quantitation of polymer additives, asphaltenes, and low molecular weight components. The impact of aging on the distribution of the asphalt components will be discussed.

Effect of Tack Coat Materials and Application Rate on the Inter-face Shear Strength
Dr. Louay Mohammad, LTRC
The interface shear strength of emulsified tack coats under a wide range of testing conditions commonly encountered in field applications will be presented. Three types of emulsified tack coats—CRS-1, SS-1h, and Trackless—were considered at three application rates (low, medium, and high).

Evaluation of the Ductility Specification for Straight Asphalt Binder in Louisiana
Dr. Mostafa Elseifi, LSU
The objective of this study was to determine the relationship between the binder elongation properties at low and intermediate temperatures and the performance of the mix and the molecular composition of the binders. To achieve this objective, nine straight binders obtained from two asphalt suppliers were tested.

Session 3: Transportation Knowledge Network
Meeting Room 2
Moderator: Sandra Brady

A National Transportation Knowledge Network for the Transportation Information Infrastructure
Amanda Wilson, National Transportation Library
How will a national Transportation Knowledge Network (TKN) improve the research, policy, and operations activities of transportation professionals? This session will present a national network vision, discuss the business plan for implementation, describe its value for transportation, and present potential next steps for international, topical, and other configurations for TKNs.

Transportation Knowledge Networks
Maggie Sacco, CTC and Associates
Transportation Knowledge Networks have grown from one small midwestern consortia of libraries into three vibrant grassroots networks poised to launch a national network of transportation information resources and professionals serving their organizations by leveraging resources, sharing best practices and providing information where, when and how it is needed.
Session 4: Implementing the SAFETEA-LU Requirements: Louisiana’s Challenges and Opportunities
Meeting Room 3
Moderator: Terri Monaghan

The Louisiana Strategic Highway Plan: Progress and Partnerships
Susan Herbel, Cambridge Systematics, Inc.
Strategic Highway Safety Plans are required by SAFETEA-LU; however, Louisiana started designing the plan long before the requirement. This presentation will provide an update on implementation progress and explain how everyone in the audience can become involved in “Destination: Zero Deaths.”

Louisiana Safe Routes to School Program: Implementation Challenges
Dennis Babin and Shalanda Cole, Louisiana SRTS
The presentation will focus on the implementation process along with the problems and challenges of implementing SRTS projects. It will also provide a status of implementing the program.

Local Road Safety Program: A More Focused Approach
Dr. Marie Walsh, LTAP
Louisiana’s Local Road Safety Program (LRSP) is being implemented by LTRC’s Local Technical Assistance Program (LTAP). The challenges in engaging local transportation agencies in road safety efforts and implementing improvements at the local level will be discussed. The LRSP’s approach to improving local intersection safety and minimizing roadway departures on local roads will be described.

Session 5: Transportation Management
Meeting Room 4
Moderator: Genevieve Smith

Asset Management
Stephen Gaj, FHWA
Most state transportation agencies are experiencing a shift in emphasis from building the highway system to managing the system. States are looking at providing the best return for each dollar invested to maximize system performance. The presentation will focus on describing the basics of implementing a transportation asset management program.

Access Management
John Broemmelsiek, FHWA
An update on the status of the Access Management program both nationally and in the southeast will be presented.

Session 6: Bridge Maintenance
Meeting Room 5
Moderator: Walid Alaywan

Stay Cable Replacement of the Luling Bridge
Armin Mehrabi, Bridge Engineering Solutions
All cables of the Luling Bridge will soon be replaced. The design, completed recently, accommodates extraordinary construction sequence, provides for no lane closures during peak hours, and uses temporary cables minimizing stress variation and highline cable for lifting and installation. The new cable system allows individual strand installation, tensioning, inspection, and replacement.

Grating Products on Moveable Bridges
Aristotle Zournas and Kenneth Apperson, Ohio Gratings
The presentation will include an example from a moveable swing bridge, and it will focus on the Heavy Duty Riveted Grating. Technical information will be provided for better understanding of the application. The sidewalk and inspection walkway areas of this bridge will also be analyzed.

Internal Curing of Concrete
Don Reeves, TXI
Two pilot programs have been conducted in Texas confirming the positive impact of internal curing on concrete paving and bridge decks.

Session 7: Transportation Innovation—Solving Tomorrow’s Challenges
Meeting Rooms 6 & 7
Moderator: Dr. William Ankner

This panel discussion will feature DOTD Secretary Dr. William Ankner, John Horsley of AASHTO, and Joseph Giglio of Northeastern University along with a representative from the Federal Highway Administration. Questions will be taken from the audience.
**Session 8: Tms-Port BAMS/DDS Overview**
*Meeting Room 8*
*Moderator: Gordon DeRouen*

**Overview of Tms.port**
*Sarah Collins, DOTD*

DOTD is implementing the Tms.port pre-construction modules. Attendees will be provided with a brief overview of the modules and be shown the implementation schedule.

**Web Tms.port**
*Susan Zhang, DOTD*

This presentation will address these four steps you must do in order to prepare a project to be let: create a project, create a proposal, associate a project to a proposal, and associate a proposal to a bid letting.

**Estimating with CES**
*Charles Nickel, DOTD*

This presentation will show how CES can be used as a project cost estimating tool from the early planning phase all the way through to the engineer’s final estimate.

**Tms.port BAMS/DSS Overview**
*Kathy Yelle, Info Tech, Inc.*

Tms.port BAMS/DSS is the historical data repository and data analysis component of Tms.port. The system is primarily used for decision support tasks such as cost estimation support, contract award analysis, market competition analysis, bid vs. as-built variances, and unlimited ad hoc reporting, including executive management and legislative summaries.

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**Design-Build Procurement of the John James Audubon Bridge Project**
*Chuck Duggar, Louisiana TIMED Managers*

The presentation will describe how the parameters of Louisiana’s enabling legislation for design-build procurement were implemented to successfully procure the state’s first design-build project—the $347.8 million John James Audubon Bridge. Lessons learned and subsequent changes to Louisiana’s design-build legislation will also be discussed. The Audubon Bridge project consists of 12 miles of new roadway and eight bridge structures, including a cable-stayed steel bridge over the Mississippi River. Once completed, the 1,583 foot long cable-stayed main span will be the longest in the Americas.

**MDOT’s Maintained (Performance Warranty) Pavement Program**
*Randy Battey, Mississippi DOT*

Since 2000, MDOT has awarded 18 paving projects with performance warranty specifications. Both new construction and overlays have been warranted for rigid and flexible pavements. The presentation will discuss the performance of MDOT’s pavement warranty program to date, explain MDOT’s warranty enforcement methodology, and examine the effect warranty specifications have had on construction practices, bid prices, and pavement performance in Mississippi.

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**Session 9: Design Build**
*Ball Room*
*Moderator: Steve Cumbaa*

**I-12 Widening (O’Neal Lane to Range Road)**
*Jeff Burst, DOTD*

A line item dedicating $100 million in State Surplus funding to the I-12 widening project (O’Neal Lane – Walker) was approved in a special legislative session. In order to save time and money, as well as allow for both design and construction innovation, the decision was made to utilize a Design-Build-Budget methodology for this project.

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**[MONDAY 3:15 p.m.–5:00 p.m.]**

**Session 10: Strategies for Saving Time on Routine Tasks**
*Redstick Room*
*Moderator: LSU Professional Development*

Strategies for Saving Time on Routine Tasks examines the various approaches that can be used for managing work time and maximizing organization in the workplace. Particular emphasis will be placed on establishing work priorities to use time effectively.
Session 11: Crumb Rubber Modified HMA
Meeting Room 1
Moderator: Sam Cooper

Asphalt Rubber: The Arizona Experience
Julie Kliewer, Arizona DOT
This presentation will feature a discussion of the use of asphalt rubber HMA in Arizona, its successes, and its challenges. A brief overview of the design process of both the asphalt rubber binder and the mix will be presented. The specific applications of asphalt rubber HMA in rural and urban areas, including its use as a noise mitigation tool, will also be discussed.

Asphalt Rubber in HMA Surfaces: Florida DOT Experience
Gale Page, Florida DOT
Florida DOT's experience of using asphalt rubber binders will be discussed, including specification development, implementation, details of Florida specifications, pavement performance, construction issues, and the future using hybrid binders.

Louisiana's Experience with Crumb Rubber Modified Asphalt
Chris Abadie, LTRC
This presentation will provide a 10-year performance review of Louisiana's projects that utilized waste tire rubber as a modifier for asphalt mixtures. In addition, the current PG82-22r specifications and recent work incorporating both dry and wet process rubber will be presented.

Session 12: Customer Service at DOTD
Meeting Room 2
Moderator: Mark Lambert

Customer Service and the Construction Project
Mark Lambert, Brendan Rush, and Mike Vosburg, DOTD
DOTD Customer Service began a pilot program in 2006 to address how the Department communicates with the public during construction projects. We have found that proactive customer service benefits the construction project from beginning to end. Communication with the public through public meetings, periodic e-mail updates and a Customer Service 800 number keeps the public informed and involved in the process. Customer service provides a means of two-way communication that helps resolve issues before they get out of hand, helps address false information, and provides information that is helpful to the department and the contractor.

Session 13: Intelligent Transportation Systems (ITS)
Meeting Room 3
Moderator: Erik Smith

ITS Design Build
Elizabeth Delaney, DOTD
The contract for DOTD's first ITS design build project was executed in June 2008. The limits of this project cover I-10 from LaPlace to Kenner with deployments on I-310, US 61, US 51 and I-55. The presentation will include the methodology utilized for the concurrent design and construction activities.

Transportation Management Center (TMC) Operations
Adam Moncivaez, DOTD
DOTD has established four Transportation Management Centers in Louisiana, with a fifth scheduled to open in New Orleans in the summer of 2009. This presentation will cover the purpose and benefits of the TMCs as well as operation practices that have proved useful in managing the Interstates in Louisiana during extended incidents such as major closures or emergency operations.

The New Look of Traveler Information in Louisiana
Carryn Ferrier, DOTD
The current Traveler Information System has been in production since 2005. A project is underway to revamp the current system's 511 phone system to be more user friendly, and the public Web site will be converted to a Google Map as the base. Come hear about what the Traveler Information System is and the new exciting features to be implemented.
Continuous Flow Intersection (CFI) Update
Mike Bruce, ABMB Engineers
An update on the CFI built in Baton Rouge with regard to operation and safety will be presented.

Single Point Interchanges Compared to Diamond and Diverging Diamond Interchanges
Joe Bared, FHWA
The presentation will provide known operational and safety comparisons between the diamond and single point interchanges. Moreover, a capacity comparison will also be provided between the single point and the double cross interchange (also known as diverging diamond).

Roundabouts: Perspectives Around the US
Mark Doctor, FHWA
This session will provide a briefing on the current state of practice for modern roundabouts. Information on current roundabout design guidelines will be presented along with an overview of important ongoing research. The session will also summarize current practices and issues from across the U.S.

Use of Fiber Reinforced Polymers (FRP) for Link-Slabs
Dr. Aziz Saber, LA Tech
The research presented describes the development of durable link slabs for jointless bridge decks based on FRP grid used for reinforcement. Specifically, the ductility of the FRP material was utilized to accommodate bridge deck deformations imposed by girder deflection, concrete shrinkage, and temperature variations. The FRP material would also provide a cost-effective solution to a number of deterioration problems associated with bridge deck joints.

Damage Mitigation of Bridges under Hurricane-Induced Waves
Dr. Steve Cai, LSU
Recent hurricane damage in the U.S. has highlighted the vulnerability of coastal bridges to destructive natural hazards. During the hurricanes, many bridge superstructures were dislocated; some of them even fell into the water after the bearing connections failed. Investigation showed that the hurricane-induced wave force is the main reason for this kind of bridge damages. The present study aims to find out effective new ways to reduce the bridge damages due to wave forces.

Monitoring of the Positive Moment Continuity on the John James Audubon Bridge #2
Dr. Ayman Okeil, LSU
The experiences gained from an ongoing project to monitor the performance of a new continuity detail in one of the approach spans of the John James Audubon Bridge crossing the Mississippi River in St. Francisville will be presented. The monitored bridge adopts the new detail recently recommended in NCHRP Report 519. This detail is different from the current standard used in Louisiana. Furthermore, the monitored bridge utilizes Bulb-T girders and is skewed. Details of the monitoring system and preliminary readings will also be presented.

Low-Cost Safety Improvements for Pavement Preservation Projects
Frank Julian, FHWA
A recent Domestic Scan identified good practices for implementing highway safety improvements in conjunction with resurfacing projects. This presentation will highlight cost-effective safety improvements and management methods used to maximize effectiveness of both safety and pavement preservation efforts.

Federal Perspective on Bridge Preservation and Maintenance
Wade Casey, FHWA
Preserving the highway infrastructure, particularly the National Highway System, is a key FHWA focus area. States and other stakeholders, if they haven’t already, need to focus on preserving the infrastructure in general, and highway bridges in particular. This presentation will focus on the Federal perspective in implementing a preventive maintenance program, including the nationwide trends, support groups, items considered as preventive maintenance as well as selling the necessity of preservation.
Louisiana’s Bridge Preventive Maintenance Program
Danny Tullier, DOTD

In early 2006, DOTD initiated the Bridge Preventive Maintenance Program in an effort to extend the service life of its bridges. This presentation will show how DOTD obtained federal funding to perform preventive maintenance activities on Louisiana’s bridges.

Session 17: Intermodal Transportation (Part 1)
Meeting Room 8
Moderator: Tom Atkinson

Louisiana’s Marine Transportation System Plan
Sharon Balfour, DOTD

The status of Louisiana’s marine transportation system will be discussed along with needed policy and infrastructure improvements. The status of current navigation projects will also be included.

New Orleans Rail Gateway Program
Dean Goodell, DOTD

The New Orleans Rail Gateway Program is a public-private partnership between the DOTD, FRA, FHWA, New Orleans RPC, the Association of American Railroads (AAR), six Class-1 railroads, the New Orleans Public Belt Railroad, and the Port of New Orleans. It is a program of projects designed to improve the flow of rail traffic through the New Orleans Rail Gateway while reducing rail activity through residential areas of the city and improving highway traffic flow by eliminating highway-rail grade crossing.

Governor Jindal’s Freight Symposium: “What Do Shippers and Carriers Need to Grow Business in Louisiana?”
Phil Jones, DOTD

DOTD and the Department of Economic Development hosted a November Freight Transportation Symposium in New Orleans. Top executives from the nation’s leading manufacturing shippers and carriers participated in round table discussion to determine how to make Louisiana more competitive in the freight industry. This session will be a recap of the findings during the Symposium and a status report on the actions taken and planned to address each finding.

Session 18: Dealing with Future Transportation Issues
Ball Room
Moderator: Harold “Skip” Paul

Climate Change
Mike Savonis, FHWA, Office of Natural and Human Environment

Climate affects the design, construction, safety, operations, and maintenance of transportation infrastructure and systems. The prospect of a changing climate raises critical questions regarding how alterations in temperature, precipitation, storm events, and other aspects of the climate could affect the nation's transportation system. This regional assessment of climate change and its potential impacts on transportation systems addresses these questions for the central Gulf Coast between Houston and Mobile.

Transportation For Tomorrow
Jack Schenendorf, Covington & Burling, LLP

This presentation will focus on the findings and recommendations of the National Surface Transportation Policy and revenue Study Commission, the upcoming transportation reauthorization process, and the implications of the current economic crisis on transportation and reauthorization.

[TUESDAY 8:00 a.m.–9:45 a.m.]

Session 19: Careers in Transportation
Redstick Room
Moderator: Janice Drake

This session will match students with a DOTD employee from an area of interest to get their perspective regarding a day in the life of their work area and explore career opportunities within DOTD.
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**Warm Mix Asphalt (WMA) Technologies**  
*Gary Fitts, Asphalt Institute*

WMA technologies allow HMA to be produced and placed at significantly lower temperatures without harming performance. Different approaches to WMA will be described along with current research.

**Asphalt Supply in a Volatile Oil World**  
*Bill Haverland, Conoco Phillips*

This presentation will look at the relationship between crude oil pricing, refining economics, and asphalt supply. It will explain how margins on fuels can dictate how much asphalt is produced and how supply and demand affects pricing. Refining capacities and the changes they have undergone and will continue to undergo will also be discussed.

**The Use of a Sulfur-Based WMA Technology in High-Performance Applications**  
*Mark Bouldin, Shell*

With the changing asphalt market place, sulfur-modified HMA has been receiving renewed attention. Recent technological advances allow the addition of sulfur pellet directly into the hot mix asphalt via the RAP collar. This new approach virtually eliminates noxious gases and greatly reduces odors, while significantly reducing VOC generation.

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**Transportation Innovative Finance**  
*Jim Hatter, FHWA*

Traditional government funding sources are insufficient to meet the diverse needs of America’s transportation system. This session will look at the use of innovative finance tools and revenues to advance transportation projects, including the Transportation Infrastructure Finance Innovation Act, private activity bonds, public-private partnerships, alternative revenues, and case studies.

**Controlling Invasive Plants along Roadways**  
*Dave Thompson, Mississippi DOT*

Techniques for management and eradication of invasive species will be discussed along with the importance of multi-agency partners.

**Pruning or Damage of Risk/Hazard Trees Along Louisiana State Highways**  
*Dr. Malcolm Guidry, Arborist School of Renewable Natural Resources*

The objective of this program is to protect people and property from harm by mitigating structurally defective trees or parts of trees that pose risk of failure. An overview of the process of assessing and managing trees that pose risk of failure will be presented.

**Establishing and Maintaining Vegetation on Slopes with Erodible Soils**  
*Jerry Daigle, USDA–NRCS*

The worst thing that can be done to soil, from an erosion prevention standpoint, is to expose a bare soil surface. During road construction, however, exposed bare soil is a necessity. The basic principles of soil erosion will be examined along with the management practices that help keep soil in its place.
Session 24: Design Methods for Foundations Using Newly Implemented LRFD Criteria and How That Affects the Construction Specifications  
Meeting Room 5  
Moderator: Chris Nickel

Design Methods for Foundations Using Newly Implemented LRFD Design Methods  
Ching Tsai, DOTD

DOTD is mandated to transition into Load and Resistance Factor Design (LRFD). This is a relatively new design philosophy that will impact, or has already impacted, the geotechnical engineering practice on current and future DOTD projects. The changes in the exploration, testing, design, and construction practices will be shown. The Pavement and Geotechnical Services Section has revised Sections 804 and 814 to reflect the changes. These changes are going through the approval process and should be implemented shortly. Discussions will address the concerns of both the design geotechnical engineers and project engineers at the site.

LRFD Changes in Geotechnical Exploration  
Benjamin Fernandez, DOTD

This presentation will briefly address how DOTD’s implementation of AASHTO’s LRFD design methods has affected the scope of work for geotechnical explorations and lab testing.

Section 804 - How LRFD Implementation Changes the Plans and Specifications  
Kim Garlington and Ching Tsai, DOTD

In September 2007, DOTD was required to implement LRFD design methods for foundation design. This will have a significant effect on field construction (mainly pile driving and pile load testing). More field monitoring with the PDA and many more load tests will be required. This session will address those issues and how it will affect construction personnel.

Session 25: DOTD Plan Delivery  
Meeting Rooms 6 & 7  
Moderator: Hollis Ward

DOTD Electronic Standards for Plans  
Hollis Ward, DOTD

This presentation will provide the latest information regarding DOTD’s Electronic Standards for Plans. It will also include an overview of DOTD’s plan deliverable workflow, which involves several components, including CADconform, ControlCAD Indexer, the ProjectWise Plan Development System, and the Falcon Electronic Plans Distribution System.

DOTD Plans Manager—The Buck Stops Here  
Patrick Wollerson, DOTD

This presentation will address the role of the new DOTD Plans Manager, the gatekeeper for electric plan deliverables and New Projectwise Project creation, and the authority on Plans Management.

ProjectWise: A Collaborative Environment for Plan Development  
David Ringuette, DOTD

This session will provide an overview of the full-production implementation of Bentley’s ProjectWise Explorer XM Application and how this Bentley software enables advancements in design project collaboration for internal and external users. This tool continually proves to be an essential part of the Plans Management System at DOTD.
Session 26: Intermodal Transportation (Part 2)
Meeting Room 8
Moderator: Tom Atkinson

The Impact of Airports in Louisiana
Brad Brandt, DOTD, Kevin Dolioloe, UCG Associates, Inc.
and Sharon Sarmiento, UCG Associates, Inc.

The economic contributions of airports extend beyond their immediate vicinity spreading throughout the entire state and beyond. This presentation will provide an assessment of the impact of Louisiana's 56 public-use airports included in the National Plan of Integrated Airport Systems (NPIAS) on the state economy.

LA Swift Intercity Public Transportation Service
Donna Lavigne

This presentation will provide a brief overview of the LA Swift Intercity Bus Service between Baton Rouge and New Orleans service, including ridership data, amenities, and the proposed North Shore service.

Passenger Rail Service Between New Orleans and Baton Rouge
Kevin Lawson

What is needed to implement passenger rail service between Baton Rouge and New Orleans and the benefits of the service to the public will be discussed.

Session 27: Modifications to the Huey P. Long Bridge in New Orleans (Part 1)
Ball Room
Moderator: Stephen Spohrer

Narrow Bridge, Wide Communications Challenges
Meghan Legaux, Louisiana TIMED Managers

Public outreach and community involvement for transportation projects builds public trust and confidence within the community a project serves. It can create programs to best educate, inform, and engage the public. How the Huey P. Long Bridge Widening Project has overcome various public communication challenges will be examined.

Huey P. Long Bridge - Railroad Modifications
Ed Scheuermann, Boh Brothers Construction

The steel erection portion of the captioned project will be discussed. Topics to be addressed include removal and replacement of existing steel girders, confined access, and interaction with the active railroad.

Session 28: Communication Strategies
Redstick Room
Moderator: LSU Professional Development

In this introductory course, you will learn what skills a good communicator has, what effective communication is, the five methods of communication, and the proper uses of questions as a communications medium.

Session 29: Asphalt Materials
Meeting Room 1
Moderator: Luanna Cambas

Application of Mechanistic Tests for Performance of HMA Mixtures
Dr. Louay Mohammad, LTRC

This presentation will provide an overview of candidate mechanistic tests for performance evaluation of HMA mixture at high and intermediate temperatures.

Evaluation of Low Cost Asphalt Treated Base Mixtures
Dr. Munir Nazzal, LTRC

This presentation will discuss the results of a comprehensive laboratory testing program conducted to evaluate the performance of a new generation of low-cost asphalt treated mixtures. In general, the new generation of asphalt-treated mixtures evaluated in this study exhibited comparable laboratory performance to that of conventional HMA base course mixtures.

Implementation of Testing Equipment for Asphalt Materials
Bill King, LTRC

Three new devices have been developed to improve time and accuracy of asphalt related tests. The Core Dry, SS Detect and the Core Lok devices. Each of these test devices were subjected to round robin testing throughout each DOTD district. An update on the progress of the testing will be presented.

Modifications to the Huey P. Long Bridge from the Owners’ Perspective
Robert Kollmar, The New Orleans Public Belt Railroad

The Huey P. Long Bridge is one of the longest railroad bridges in the world. It is currently undergoing a major $1 billion modification to enhance the roadway systems. The project began in 2006 and will be completed in 2013.

[TUESDAY 10:15 a.m.–12:00 p.m.]
Session 30: Workforce Development
Meeting Room 2
Moderator: Michael Tucker

Succession Planning at DOTD
Susan Pellegrin, DOTD
This session will provide an overview of the importance of developing a succession plan, provide practical advice on succession planning activities, and provide examples on how DOTD has approached succession planning.

Workforce Development and Retention
Michael Tucker, DOTD
This session will provide an overview of DOTD’s newly created retention plan and the methodology used to create it.

Leadership Training
Dr. Sharon Naquin, LSU
This session will focus on the importance/role of leadership when dealing with specific strategic initiatives, such as succession planning, organizational retention, etc.

Session 31: Highway Safety Tools, Techniques, and Analyses
Meeting Room 3
Moderator: Dan Magri

LA Crash: Electronic Crash Reporting
Dr. Helmut Schneider and Cory Hutchinson, LSU
The timely and accurate collection of crash information is critical for developing countermeasures to reduce the number and severity of crashes. This presentation will discuss the electronic collection of crash information in Louisiana. The Highways Safety Group at LSU has developed software that allows the electronic collection of crash information. The software has helped to significantly reduce the time it takes to collect the crash information. The presentation will present the software and discuss quality and availability issues of crash information.

Atchafalya Truck Lane Restriction Study
Dr. Sherif Ishak, LSU, and Dr. Xiaoduan Sun, ULL
To mitigate the impact of truck traffic on operation and safety, Louisiana, and other states, have resorted to policies that restrict trucks in terms of lane use and speed limit on specific freeway segments. In this study, an investigation was conducted to measure the effectiveness of an 18-mile four-lane elevated segment of I-10 where trucks are restricted to the right lane with a speed limit of 55 mph.

Mechanisms of Injury in Motor Vehicle Collisions
Dr. Todd G. Thoma, LSU Health Sciences Center
This is a brief review of how injuries occur in MVCs. The physics of collisions and how it equates to damage will be covered. We will cover prediction of injury based on the type of crash and dynamic factors.

Implementation of Level of Service of Safety (LOSS) at DOTD
Dr. Jake Kononov and Bryan K. Allery, DiExSys
This presentation will address DOTD’s application and implementation of advanced analytical tools to decision-making affecting safety at the program, corridor, and project levels. It will demonstrate application of the new methodology on Louisiana highways, including Level of Service of Safety (LOSS) and pattern recognition analysis.

Session 32: Transportation Planning
Meeting Room 4
Moderator: Dan Broussard

Light Weight Travel into the Future
Dr. Jerome Malinowski, ULL
The Transit Design Studio at the University of Louisiana at Lafayette, in collaboration with the MPO in Lafayette and seven other cities in Louisiana, is designing and developing a Light Weight elevated peoplemover system. Sustainability and economics are paramount.

Effects of New Ozone Standard on Louisiana
Michael Vince, DEQ
In March 2008, EPA changed the ozone standard, and many Louisiana parishes could have a non-attainment classification. This can be a costly proposition as facilities have to spend money to add control equipment or as other previously un-regulated sources of air pollution may be thrust into compliance with many regulations. This presentation will discuss the effects and potential impacts of this standard change, as well as take a look at the timing for implementation.

Advanced Arterial Design (Corridor Preservation)
Mike Hollier, Lafayette Consolidated Government
Transportation capacity improvement projects generally take 12-18 years to implement when funding revenue streams are identified. Most projects are many more years in the planning phase. What happens during this waiting period? Anything? Advanced arterial design demonstrates broad responsibilities and actions to reduce cost and build more effectively.
Session 33: Twin Spans Pile Driving Issues  
Meeting Room 5  
Moderator: Stephen Spohrer

LRFD Foundation Design & Test Pile Program:  
Louisiana’s First Major LRFD Geotechnical Design Project  
Ed Tavera, Geoengineers

DOTD is currently replacing the existing I-10 Bridge over Lake Pontchartrain that was damaged during Hurricane Katrina. This presentation will provide an overview of the LRFD geotechnical foundation design and construction support efforts that were required to meet the fast track design and construction letting requirements for this project.

I-10 Bridge Over Lake Pontchartrain  
(Dynamic Monitoring of Piles)  
Gary LeCoq, DOTD

The discussion will focus on the results of monitoring 36-inch pile foundations using the Pile Driving Analyzer. A summation of the successful efforts made to install the piles on this project were due in large part to the information gathered with the PDA and the experience of the field personnel. Changes to the pile installation plans and driving criteria were problems encountered.

Session 34: Cost Estimate Determination  
Meeting Rooms 6 & 7  
Moderator: Buddy Porta

Contractor’s Method of Preparing a Bridge Bid Estimate  
Bobby Overall, Coastal Bridge Company, LLC

This presentation will show what factors can cause the difference in bids for the same item for different projects.

Consultant’s Method for Estimating Construction Costs  
Ed Morgan, Parsons Brinckerhoff Co.

Contractor’s Process for Estimating Construction Costs for Roads  
Chad Juneau, Gilchrist Construction Company

Session 35: Public Works Program  
Meeting Room 8  
Moderator: Clyde P. Martin

Acoustic Surveys and Underwater Inspections of State-Maintained Dams  
Brian Kendrick, DOTD, and Ken LaBry, FENSTERMAKER

Louisiana has embarked on an ambitious schedule to investigate and remediate 20 state-maintained dams under the care of the DOTD, many of which have already exceeded their design lives. Mr. Kendrick will discuss the state’s dam safety program as it relates to the repair of state-maintained dams and the implementation of consultant and remediation and repair contracts. The Bayou D’Arbonne Dam and several other state dams will be showcased, and the successes and problems identified will be discussed.

Port Priority and Statewide Flood Control Programs  
George White, DOTD

The presentation will consist of an overview of the Port Construction and Development Priority Program and the Statewide Flood Control Program.

Floodplain Management and Its Affects on Transportation Projects  
Cindy O’Neal, DOTD

For everyone to have a better understanding of floodplain management, what it is and how it affects transportation projects will be explained.

Session 36: Modifications to the Huey P. Long Bridge in New Orleans (Part 2)  
Ball Room  
Moderator: Ray Mumphrey

Modifications to the Huey P. Long Bridge in New Orleans—Construction Status Update  
Buck Frederick and Tim D. Todd, Louisiana TIMED Managers

A brief background of the project will be provided along with an overview of the construction that has taken place thus far. Four projects will be covered, including modifications to the railroad trestle, which is complete; the substructure modifications, which are approaching completion; and the approaches and main span modifications, which are in the early stages of construction.
Innovative Span-by-Span Truss Erection of the Huey P. Long Bridge  
John Brestin, HNTB Bridge Corporation, and Keith Jacobson, Massman Construction  
The Huey P. Long Bridge erection will be an innovative operation never attempted for spans of this magnitude. We will present the erection of the widening trusses as well as address the rationale behind the selection of the erection method and the benefits this method affords to the project.

Truss Monitoring Program for the Huey P. Long Widening Project  
Thomas L. Weinmann, CTL Group  
This presentation describes the truss monitoring program required for the widening of the Huey P. Long Bridge in New Orleans, consisting of a 900-ft. sensor array utilizing both static and dynamic systems, measurement of existing eyebar forces through vibration methods, and load testing to calibrate the monitoring systems.

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| **Session 37: Senior Design Projects**  
Redstick Room  
Moderator: Dr. V.J. Gopu  
Teams of senior civil engineering students from LSU, SU, UNO, ULL, and LA Tech will present their senior design projects that are supported by LTRC through the Support Program for Civil Engineering Students. |
| **Session 38: Concrete Materials**  
Meeting Room 1  
Moderator: John Eggers  
Whitetopping  
Michael Ayers, American Concrete Paving Association  
Whitetopping consists of overlaying an existing asphalt or composite pavement with concrete with thicknesses ranging from several inches to greater than 12 inches. This presentation will focus on the selection of suitable projects, simplified design assumptions, construction techniques, and materials selection and expected performance. |
| **Session 38: Concrete Materials**  
Meeting Room 1  
Moderator: John Eggers  
Roller Compacted Concrete: Highway Applications  
Tim McConnell, Portland Cement Association  
Roller Compacted Concrete has found its place in port, intermodal, and water resource applications. The next step for Roller Compacted Concrete is a place in highway applications. The use of Roller Compacted Concrete as a base and surface course pavement will be explored. |
| **Session 38: Concrete Materials**  
Meeting Room 1  
Moderator: John Eggers  
“K” Value and Performance of Concrete Pavements  
Tyson Rupnow, LTRC  
This presentation will detail results from a study noting the effect of non-uniform K-values on concrete pavement performance. The field test results as well as ISLAB modeling and statistical analysis results will be presented. |
| **Session 39: Legal (Talk With the Lawyers)**  
Meeting Room 2  
Moderator: Larry Durant  
A panel of attorneys from the Louisiana Department of Justice will answer questions and provide suggestions on tort liability cases against DOTD. Panel members from the Dept. of Justice include Carol S. Hunter, Colleen McDaniel, Laura Putnam, and Jeannie H. Cheng.  
23 USC 409 - Safety Data Collection  
Dan Magri, DOTD  
This presentation will focus on the safety data that is collected and the privilege that is afforded under 23 USC 409. |
Traffic Impact Studies
Dwight Fox, DOTD

Any request for new access to the DOTD system results in some type of impact, but it is not always bad. However, in order to deal with all such requests on an equal and consistent basis, a new state law was passed in November 2006 requiring a traffic study and a commitment from the applicant to pay for any necessary improvements before the access is approved. We have had this requirement now for approximately two years and must determine the answers to two questions: where are we, and where do we go from here?

Access Management in Louisiana
Kristine Williams, Center for Urban Transportation Research

Access management is essential to a safe and efficient transportation system. It involves policies and practices for managing driveways, median openings, signals, and turn lanes. This presentation will review the contemporary practice of access management, its importance to Louisiana, and ongoing efforts of DOTD to advance access management practices statewide.

Impact Fees; Myths and Realities
James Duncan, Duncan and Associates

This presentation will provide an introduction to impact fees, including how they came about, how extensively they are used, their potentials and limitations, and their effect upon growth and development.

Implementation of Pontis in Louisiana
Jason Chapman, DOTD

Pontis and the element level bridge inspection procedures have now been implemented at the district level. This data along with the configured cost and deterioration models will enable the Bridge Management section to begin running preventive maintenance and replacement priority scenarios.

A Review of Louisiana’s Pavement Management System
Dr. Mohammad Khattak, ULL

A research project was initiated by LTRC to review the state of the practice of the PMS. The presentation will deal with some of the results of the study including the basic concept of PMS, review of the state of the art of PMS of DOTD, results of the district survey and the pavement performance models, and conclusions and recommendations.

Performance Evaluation of Buried Pipe Installation
Dr. Michele Barbato, LSU

Existing codes and recommendations often require standard/minimum values for bedding, backfill and fill cover, and geometric and mechanical properties in the installation of buried pipes under transportation facilities. These values are often referred to a worst-case scenario for each component and account only in an approximate way for soil-structure interaction effects. The current specifications do not fully address buried pipe performance in terms of reliability and cost-effectiveness. This research aims to determine the sensitivity of buried pipe installation performance to geometric and mechanical design parameters, providing a sound basis for the revision/acceptance of current specifications.

Experimental Testing and Analytical Solution to Reinforced Soil Foundation
Dr. Murad Abu-Farsakh and Qiming Chen, LTRC

The results of laboratory model footing tests on geosynthetic reinforced soil foundation (RSF), conducted inside a steel box with dimensions of 5 ft. (length) by 3 ft. (width) by 3 ft. m (height), will be presented. The parameters investigated in this study include the top layer spacing, the number of reinforcement layers, the vertical spacing between layers, the strength/stiffness of reinforcement, and the type of reinforcement. The effect of reinforcement on the vertical stress distribution in the clay and the strain distribution along the reinforcement was also investigated.
Transportation Innovation: Solving Tomorrow’s Challenges

Failure Analysis of the Breached Levee at the 17th Street Canal
Dr. Jay Wang, LA Tech

The breached levee system at the 17th Street Canal after Hurricane Katrina has been independently analyzed on the basis of the subsurface exploration data provided by the IPET and the Independent Levee Investigation Team of UC Berkeley. The staged construction sequences and the geological conditions were taken into account in the analyses. The total stress-based and effective stress-based elasto-plastic analyses were both conducted to investigate the performance of the levee system.

Session 43: Electronic Bidding
Meeting Rooms 6 & 7
Moderator: Sarah Collins

DOTD Electronic Bidding
Masood Rasoulian, DOTD

The electronic bidding system was implemented by DOTD in January 2006 and is now mandatory for all the bids submitted to DOTD Headquarters. So far, over $4.2 billion in construction contract awards have been processed through the bids submitted by the internet bidding system offered by bidx.com for DOTD.

Online Bidder Registration
Jason Dunlap, DOTD

This presentation will offer a brief look at the development and process of the Bidder Registration Web site and how the contractors can use it to request a proposal to bid, download the electronic plans, and get on the information only list.

Electronic Plan Room
Sarah Collins, DOTD

Plans have been posted on DOTD’s Internet since 2006. This presentation will provide an overview of the changes to DOTD’s Plans Distributions Center and of the Question and Answer module.

Session 44: Coastal Protection and Restoration
Authority of Louisiana (CPRA)
Meeting Room 8
Moderator: David Miller

Integration of Coastal Protection and Restoration in Louisiana
Chris Knotts, DOTD

Technical reports on Hurricanes Katrina and Rita all called for the Louisiana to integrate its efforts in Coastal Protection and Coastal Restoration to better serve the public. This was accomplished on July 1, 2008, with portions of DNR/Office of Coastal Restoration & Management and DOTD/Office of Public Works.

Inner Harbor Navigation Canal Hurricane Protection Project
Dale Miller, INCA Engineers, Inc., and Harold Daigle, Office of Coastal Protection and Restoration

This $695 million project is the largest design/build project the U.S. Army Corps of Engineers has undertaken. This presentation will summarize the logic and methodology of how protection is being provided, the primary features of the project, major milestones, and current project status.

LACES
Rick Raynie, OCPR

The LACES Division of the Office of Coastal Protection and Restoration plays a critical role in the implementation of Louisiana’s Ecosystem Restoration and Hurricane Protection Master Plan. This presentation will discuss how new functions have been integrated under LACES with pre-existing functions of the parent organizations to improve program efficacy.
Implementation of IRI Specifications for PCCP

John Eggers, DOTD
Attendees can participate in an open discussion of the Department’s new International Roughness Index (IRI) surface profile specifications for PCCP.

“Coffee Cup” Calorimetry

Tyson Rupnow, LTRC
This presentation covers laboratory study results that show a great deal of promise for the “Coffee Cup” calorimeter for quality control of as-delivered cementitious materials. The benefits of this simple, quick, and inexpensive test will be detailed.

Session 48: LaGOV—The Louisiana Statewide Enterprise Resource Planning (ERP) Project

Meeting Room 2
Moderator: Gordon DeRouen

Strategic Business Initiative for Louisiana State Government

Dom Cali and Sylvia Vaught, DOTD
With the project “Blueprint” phase complete, the definition of how LaGOV will impact State Government and DOTD is unfolding. This session will provide an overview of the planned functionality of LaGOV the Statewide ERP system and the anticipated impacts to our business processes.

LAGOV—A New Paradigm in Asset Management at DOTD

Mark Suarez and Boyd Barbier, State ERP Project Office
This presentation will offer a brief overview of the statewide ERP project with the primary focus on the AgileAssets Asset Management & Maintenance software suite. This Web-based solution offers a significant improvement in how DOTD currently manages and maintains its assets.

Session 49: Highway Safety: A Collaborative Effort—The Three E’s

Meeting Room 3
Moderator: Dr. Marie Walsh

Enforcement

Col. Mike Edmonson, Louisiana State Police
The role of enforcement in the traffic environment is both critical and complicated. The challenges of providing an enforcement omnipresence at a time of shrinking budgets and a growth in traffic volume require that agencies utilize their scarce services in the most efficient manner possible.
Emergency Medical Services
Joey Branton, Louisiana Emergency Response Network

The presentation will provide information how LERN is providing a statewide communications network to ensure timely and appropriate life saving services for citizens suffering time sensitive injuries from motor vehicle collisions.

Everyone Else
Chris Andrieu, Louisiana Supreme Court

The Louisiana Court Connection (LCC) will be a web based case management system hosted by the Louisiana Supreme Court and offered to courts throughout Louisiana. Collection of traffic cases and dispositions for forwarding to the Office of Motor Vehicles will be an integral part of the LCC.

Session 50: Use of ArcGIS for Managers and Supervisors
Meeting Room 4
Moderator: Pamela Dixon

Geotechnical Information Database
Gavin Gautreau, LTRC

The project created a Geotechnical Information Database to store, sort, view, and allow access to historical and current geotechnical information. The project developed a working GIS Website with simple user interface and interactive layers that planners, designers, and researchers can use to support and expedite their efforts.

GULFNet: Louisiana’s Real-time Positioning Network
Dr. Roy Dokka, LSU

Louisiana State University’s Center for Geoinformatics has developed a real-time 3D positioning network that covers the entire state. The system, GULFNet RTN, is based on GPS and other GNSS systems and serves all positioning needs of the surveying-engineering, GIS, construction, and scientific communities.

Using Google Maps for Contraflow Evacuation
Jerri Daniels, GEC, Inc.

In order to improve communication to the public in emergency evacuation situations, a Google map mashup of the contraflow maps was created. This presentation will cover how this was done and give a demonstration of the site.

Session 51: Deep Foundation and Testing Research
Meeting Room 5
Moderator: Kevin Gaspard

Calibration of Resistance Factors for LRFD Design of Driven Piles in Louisiana
Dr. Murad Abu-Farsakh and Sungmin Yoon, LTRC

The resistance factors for LRFD design of PPC driven piles calibrated based on reliability theory will be presented. The predictions of pile resistances were based on static analysis and three CPT direct methods (Schmertmann method, De Ruiter and Beringen method, and Bustamante and Gianeselli (LCPC) method). In addition, dynamic measurements with signal matching analysis of pile resistances using CAPWAP, which is based on the measured force and velocity signals obtained near the pile top during driving, were evaluated.

The Long-Term Setup of Driven Piles in Louisiana Clayey Soils
Dr. Jay Wang, Louisiana Tech University

Intermediate results of the pile setup project will be presented for a reliable prediction of the long-term setup of driven piles in Louisiana soils. Attention will be focused on the enhancement of the quality of the pile setup prediction equation, and development of the reliable and effective mathematical model, such as bearing capacity growth rate-based model.

Reliability Analysis of CPT Measurements for Louisiana Soils
Dr. Khalid Alshibli, LSU

The CPT data was collected and used to develop a database of undrained shear strength estimates with corresponding results from boreholes. The dataset was analyzed for general as well as specific trends in order to identify appropriate parameters to be included in the study. Soil classification was clearly the most plausible parameter based on which the CPT undrained shear strength estimates should be calibrated for.
Thin Plant Mix Overlays
Chris Abadie, LTRC, and Gary Fitts, Asphalt Institute
“Thin” overlays are those placed less than 1.5 inches thick, and are proven preventive maintenance/preservation type treatments for all pavement types. The presentation will provide an overview of applications and materials to consider for this application.

Successful Chip Seal Techniques
Kevin King, TXI
This presentation features a discussion about chip seal techniques that have a history of good performance—what works, what doesn’t, and why. Aggregate and asphalt types, rates and combinations will be addressed along with the true value of cost-effective pavement preservation techniques.

High Friction Surfacing: Pavement Preservation and Safety
Nick Nedas, Crafco
High friction surfacing is a new and rapidly growing system for forming a highly durable, wear-resistant, and cost-effective surface for asphalt, concrete, steel or wooden substrates. Retaining its integrity under heavy braking and wheel loading, the epoxy-based system is used with standard aggregates for thin overlays on bridges and for anti-skid surfaced on ramps and at intersections. When used with colored aggregates, the material enhances delineation at crosswalks, on bike lanes, and at other traffic engineering installations.

Recording the Past While Building the Future
Elizabeth Davoli, DOTD
In March 2008, DOTD began construction of the Front Street project in Natchitoches. In a Memorandum of Agreement, DOTD committed to having an archaeologist monitor construction activities. This presentation will discuss the why behind the archaeological investigations conducted during the project’s construction.

Recording Natchitoches’ History Under Front Street
Thurston H.G. Hahn III, Coastal Environments, Inc.
The reconstruction of Front Street in Natchitoches provided a unique opportunity to locate and examine significant cultural resources encapsulated by the construction of the street in 1904. Archaeological investigations conducted in conjunction with the 2008 construction activities have yielded a wealth of information about Louisiana’s oldest European settlement that would have otherwise been lost to history.

When Construction Meets History
Jonathan Lachney, DOTD
This session provides an overview of how archaeology was a part of construction on the Natchitoches Front Street Brick Rehabilitation project including what was found, how construction and project sequencing was adjusted to accommodate archaeological discovery, and lessons learned.

A District Administrator’s Perspective on Archaeology and Construction
Nick Verret, DOTD
This session will supplement the presentations of other speakers by relating how the planning, cooperation, and teamwork that was displayed by all involved parties on the Front Street Brick Replacement project minimized the number of complaints received by, and the need for the intervention of, the district administrator throughout the duration of the project. It will also briefly touch on this project as related to the implementation of DOTD’s Context-Sensitive Solutions initiative.

I-10 Twin Span Construction Update
John Horn, Volkert Construction Services, Inc.
An update of construction progress on the I-10 Twin Span Bridge across Lake Pontchartrain will be presented.
LA 1 Relocated—Port Fourchon and Lafourche Corridor

Gary Gisclair, DOTD

Port Fourchon in South Louisiana has played an ever-increasing role in foreign and domestic oil supply for the nation. It is near the nation’s only offshore oil port and influences production and distribution of 18 percent of the nation’s entire oil and gas supply. The only road connecting busy Port Fourchon to the rest of Louisiana is a fragile two-lane highway named LA 1. LA 1 Relocated will be a two-lane elevated roadway from the Hurricane Protection levee in Golden Meadow to Port Fourchon (19.5 miles).

TIMED is Now!

Stephen Spohrer and Gay Knipper, Louisiana TIMED Managers

The presenters will provide a briefing on the current status of the $5 billion Transportation Infrastructure Model for Economic Development (TIMED) Program and highlights and challenges of the $2 billion of construction currently underway. Active construction includes highway widening and two Mississippi River Crossings, the Huey P. Long Widening, and the John James Audubon Bridge.

Session 55: Strategies for Saving Time on Routine Tasks

Redstick Room
Moderator: LSU Professional Development

Strategies for Saving Time on Routine Tasks will examine the various approaches that can be used for managing work time and maximizing organization in the workplace. Particular emphasis will be placed on establishing work priorities to use time effectively.

Session 56: Pavement Crack and Overlay Design

Meeting Room 1
Moderator: Gavin Gautreau

In-Place Cement Stabilized Base Reconstruction Techniques

Kevin Gaspard, LTRC

The purpose of this research was to evaluate the effectiveness of shrinkage crack mitigation techniques for soil cement. The contents of this report include an evaluation of the construction and eight-year performance of ten test sections. This was accomplished through a four-part program that consisted of constructing test sections, laboratory evaluation of materials, structural evaluation of test sections, and crack mapping of the soil cement base course and asphaltic concrete pavement.

Cost Effective Prevention of Reflective Cracking of Composite Pavement

Dr. Mostafa Elseifi, LSU

Louisiana has experimented with various techniques and treatments to control reflection cracking since the 1970s; however, the cost-effectiveness and performance of these methods had not been reliably evaluated. This presentation will provide an overview of a recently initiated research project that will assess the performance of pavement sections across the state built with various treatment methods. This project will determine the most cost-effective techniques to delay or to prevent reflection cracking in composite pavements.

Overlay Thickness Design Using NDT Methods

Dr. Zhong Wu, LTRC

A NDT-based overlay design method will be presented. Fifteen field rehabilitation projects were selected in the analysis. The thickness design results were compared to those obtained from the current DOTD method. A cost benefit analysis was performed.

Session 57: Transportation Funding

Meeting Room 2
Moderator: Mike Schiro

Funding Projections and Allocations

Eric Kalivoda, DOTD

This presentation will provide a general overview of funding issues and forecasts. The allocation of projected funding among competing transportation needs will then be discussed with details provided through State Fiscal Year 2014-2015.

Driving Louisiana Forward
Jennifer Marusak

The 21st Century Transportation Delivery System

Charles Potts, Heritage Construction and Materials

Our current interstate system was developed in the 1950s. We have not changed our vision for 50 years, and the system is failing. Today America needs a totally new vision. This means moving from highway-dominated planning to an inclusive approach that takes full advantage of technological advances in modes of transportation, logistics and security. The tools exist to shape a system with assured ease of mobility, added convenience, better cost-efficiencies, and far greater safety.
Session 58: Highway Safety and Incident Management: The Who’s, What’s, and When’s
Meeting Room 3
Moderator: Hadi Shirazi

Who’s in Charge
Ralph Mitchell, Louisiana State Police

The presenter will discuss the unique management situation created in a traffic incident or crash in which multiple agencies respond.

What’s Going On?
John Broemmelsiek, FHWA

The status of the national incident management program will be presented, and activities and programs in other states will be discussed.

When It Happens
Glen Graham, GEC, Inc.

This presentation will review the progress made in Louisiana in highway incident management. The use of ITS resources to support incident management will be examined along with actions to connect the “human” element with the technical ITS component of incident management. Accomplishments and future challenges will be discussed.

Session 59: Transportation Capacity and Weight Impact
Meeting Room 4
Moderator: Danny Tullier

Trends in Freight and Traffic Volumes: Impacts on I-10
Mark Berndt, Wilbur Smith Associates

The presenter will discuss trends in truck size and weight, increases in truck volumes, and potential impacts with regard to the National I-10 Freight Corridor.

Evaluating the Effects of Heavy Sugar Cane Truck Operations on Repair Cost of Low Volume Highways
Dr. Aziz Saber, LA Tech

This study assesses the economic impact of overweight permitted vehicles hauling sugar cane on Louisiana highways. The highway routes being used to haul these commodities were identified and statistically selected samples were used in the analysis. Three different gross vehicle weight (GVW) scenarios were selected for this study including: 80,000 lb., 100,000 lb., and 120,000 lb. The maximum current allowable GVW is 80,000 lb. while the maximum 100,000 lb. GVW is the permitted load for sugar cane trucks and is currently the highest load level permitted by Louisiana laws.

Implementing Bridge WIM
George Conner and Randy Braden, Alabama DOT

Trucking Industry Issues
Cathy Gautreaux, Louisiana Motor Transport Assoc.

Session 60: Project Scheduling
Meeting Room 5
Moderator: Mika Lawson

Application and Management of CPM Schedules
Matt Milliet, James Construction Group, LLC

CPM updates are a critical part of the process for contractors. Failure to properly depict your project’s status in an update can lead to false assumptions and conclusions about how the project is doing and who is or isn’t causing any delays.

Contract Time Determination System
Randy Sanders, DOTD

The contract time determination system is a computer program designed by LA Tech for estimating construction time, based on the concept of 22 project templates. A project template consists of a set of work items and the typical work scheduling for the work items as determined by DOTD construction engineers.

“AECHille’s” Heel: Technology and Productivity
Richard Sappe, Primavera

This presentation will review developing trends in our industry as well as the latest trends and developments in technology, and speak to the intersection points where the AEC industry can better leverage technology to gain efficiencies and enhance productivity. The presentation will also provide a view of Primavera Systems’ solution environment and vision.

Session 61: DOTD, LTM, and Consultant Engineers/Inspectors Meeting with the Chief Engineer
Meeting Room 6
Moderator: Richard Savoie

Attendees will have a question and answer session with Bill Temple (DOTD Chief Engineer), Gordon Nelson (DOTD Operations), and Cheryl Duvielh (DOTD Legal).
Characterization of HMA Mixtures
Sam Cooper, LTRC
As the price of petroleum and material costs escalate and pressures of maintaining the sustainability of our environment, owners must continually find methods to decrease material costs and maximize their benefits. One such method is to increase and/or begin using readily available recycled materials like reclaimed asphalt pavements (RAP) and crumb rubber (CR). This presentation will indicate the results of the laboratory performance characterization of conventional HMA mixtures and mixtures containing high RAP content and waste tire crumb rubber/additives through their fundamental engineering properties.

Pavement Sustainability: Approaches to Greenhouse Gas Measurements
Kelly B. Campbell, Blue Source Canada ULC
This presentation will introduce the potential opportunities for capturing and commercializing on greenhouse gas emission reductions in the asphalt industry. This will include an overview of available voluntary and compliance based carbon markets in North America and a discussion of the work conducted to date on developing protocols for these systems.

Life-Cycle Assessment of Warm-Mix Asphalt: An Environmental and Economic Perspective
Dr. Marwa Hassan, LSU
A life-cycle inventory (LCI) that quantifies HMA and WMA energy, material inputs, and emission during aggregate extraction, asphalt binder production, and hot-mix asphalt production and placement, was developed. Based on this inventory, life-cycle impact assessment of WMA technology was determined. Based on this analysis, it was determined that WMA provides a reduction of 24 percent on the air pollution impact of HMA and a reduction of 18 percent on fossil fuel consumption. Overall, the use of WMA is estimated to provide a reduction of 15 percent on the environment impacts of HMA.

Tools That are Making the World Wide Web a More Interactive Place
Matthew Barrett
The World Wide Web is teaming with new tools and applications which can make our lives easier and more interesting. Come see demonstrations of how LA Metro has been putting these tools to use improving communication and outreach to their public.

LTRC-TTEC Library: Materials and Services, What We Can Do to Serve You!
Sandra Brady, LTRC
The LTRC-TTEC Library is more than just a collection of books and journals. Yes, we are building that physical collection, but we are also working to provide access to electronic resources and materials from other locations as well as provide research advice. Come see what we can do for you.

[Wednesday 10:00 a.m.–11:45 a.m.]

Session 64: Communication Strategies
Redstick Room
Moderator: LSU Professional Development
In this introductory course, you will learn what skills a good communicator has, what effective communication is, the five methods of communication and the proper uses of questions as a communications medium.
**Session 65: Pavement Research and Implementation**  
*Meeting Room 1*  
*Moderator: Murad Abu-Farsakh*

**Characterization and Development of Truck Load Spectra for Current and Future Pavement Design**  
*Dr. Sherif Ishak and Dr. Hak-Chul Shin, LSU*

Traditional pavement design practices have followed the standards set by AASHTO, which require the use of an equivalent single axle load (ESAL - 18 kip single axle load) for design traffic input. Recently, a new mechanistic-empirical pavement design guide (MEPDG) was developed to improve pavement design practices. The guide requires the use of truck axle load spectra rather than ESAL and raises the need to improve the utilization of existing traffic data sources. This research study was conducted for DOTD to address the traffic data needs and requirements associated with the adoption of the new pavement design guide.

**Moisture Variation and Its Impact on Geoinfrastructure Related to Highways**  
*Dr. Radhey Sharma, LSU*

There is move toward designing and constructing long lasting highways. MEPDG and its component EICM have been proposed to be used by DOTs. However, EICM has several aspects of unsaturated soils that need to be understood. In this presentation, conceptual aspects and their potential applications will be explained and discussed from a practicing engineer’s point of view.

**Finite Element Simulation of Permanent Deformation on Flexible Pavements**  
*Dr. Zhong Wu, LTRC*

A permanent deformation model will be presented that can be used in the numerical simulation of a pavement structure’s performance under accelerated loading. More specifically, it was proposed to be used in the prediction of rutting development of different base and treated subgrade materials under repeated loads.

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**Session 66: Driving Continuous Improvement in Your Environment**  
*Meeting Room 2*  
*Moderator: Joe Wills*

**Driving Continuous Improvement in Your Environment**  
*Gerrie Penn, Peggy Brandes, Lisa Leonard, Joe Wills, Wade Lester and Denny Silvio, DOTD*

This three-part presentation will cover process improvement tools process mapping, customer satisfaction, and change management (ADKAR model).

**Session 67: DOTD Materials Lagniappe: New Technologies and Case Studies**  
*Meeting Room 3*  
*Moderator: Jason Davis*

**Corrugated Polyethylene Pipe**  
*Jim Goddard, ADS*

Corrugated polyethylene pipe has been used for culverts and drainage pipe by highway departments since the 1970s, with the first DOT-installed crossdrain installed in 1981. Material properties for this pipe type published in AASHTO have been based on the absolute minimum values possible for the resin cell, classification specified. Samples were removed from a 20-year old research study pipe, and a full range of material property tests done. These results are compared with AASHTO NTPEP reported values from the last 4 years of production. There is particular emphasis on changes in properties over time, with tensile strength, flexural modulus, OIT or OITemp, and NCLS included. All values are compared with the minimum AASHTO specified values.

**Flexibly Reconfigure Traffic Lanes**  
*James Keaton, Barrier Systems, Inc., and Tom Ervin, Traffic Doc, LLC*

Flexibly reconfiguring traffic lanes can keep more lanes open during peak periods (reduce congestion), open up more work space during off-peak hours (accelerate construction), and positively protect workers/motorist. This presentation will discuss how it works, when it makes sense, set-up/removal, crashworthiness, and cost (ROI) matters.
Assessing Performance of Alternative Pavement Marking Materials
John Fu, DOTD

Currently, there is no agreed-upon method to evaluate the use of alternative pavement marking materials. This study developed a methodology that measures the benefit of pavement marking materials based on the public perceived benefit of retroreflectivity. Using the measured benefit along with the cost of installation and impact on road users during the installation process, a benefit/cost analysis was applied to evaluate different marking materials used on Louisiana interstate freeways, including thermoplastics (both 40 mil and 90 mil), tape, and inverted profile pavement markings.

Session 68: Innovations in Drainage Solutions
Meeting Room 4
Moderator: Ken Simon

LRFD Design of Box Culverts Using BOXCAR
Josh Beakley, American Concrete Pipe Association

The American Concrete Pipe Association is currently updating its Box Culvert Program, (Box Culvert Analysis and Reinforcing) BOXCAR, to incorporate the latest AASHTO LRFD design requirements. This session will review the capabilities of the program.

Laser Video Inspection
Kim Spahn, American Concrete Pipe Association

Buried infrastructure is often forgotten about once it is installed due to the “out of sight, out of mind” philosophy. The new technology of laser video is making it easier for agencies to inspect their underground assets. This can easily be done both as routine inspections as well as an initial inspection before the contractor is released of his obligations. This presentation will give an overview of the technology equipment and provide some options that agencies should consider implementing into their specifications.

Environmentally Friendly Pre-Cast Concrete Drainage Products
Oliver Delery, Jr., Hanson Pipe & Precast

This presentation will feature an overview of currently available environmentally friendly and sustainable pre-cast concrete drainage products including three-sided structures, modular bridges, and storm sewer separation units.

Session 69: Utility Relocation
Meeting Room 5
Moderator: JoAnn Kurts

Utility Relocation
Horace Sharp, DOTD

Utility relocation problems encountered by DOTD district utility specialists will be discussed. These problems include companies that refuse to cooperate, incomplete project plans, cost estimating, design/build projects, and plan changes after companies have relocated.

Utility Owners’ Perspective of Utility Relocations
Darrell K. Jones, AT&T Louisiana

The presenter will provide an overview of issues pertaining to utility relocation: DOTD project schedules, plans (location survey, plan-in-hand, and design considerations-existing utilities), right-of-way acquisitions and clearing, agreement submittals, and utility relocation installation and removal.

Utility Coordination on the TIMED program
Billy Moore, Moore Engineering Enterprises, LLC

This presentation will review some of the successes and challenges encountered with relocating utilities on LTM TIMED program projects. Coordination with all of the groups involved with the program avoided delays. Using utility corridors reduced cost and time of construction. Using LTM utility field personnel greatly increased communication.

Proactive Utilities Management: Conflict Analysis and Subsurface Utility Engineering
Mark Pitchford, TBE Group, Inc.

Subsurface Utility Engineering (SUE), the branch of engineering that specializes in utility identification, location, and advising, is quickly becoming the modus operandi for transportation departments nationwide. The coalescence of SUE and conflict analysis, though a young concept, is beginning to reshape the industry.

Session 70: Panel Discussion with DOTD on Technical & Administrative Concerns
Meeting Room 6
Moderator: Mark Chenevert

DOTD Technical Panel:
Luanna Cambas, Chris Abadie, Skip Paul, John Eggers, and Danny Smith

DOTD Administrative Panel:
Bill Temple, Gordon Nelson, Steve Cumbaa, Brian Buckel, and Richard Savoie
Session 71: Environmental Construction Permits

*Meeting Room 7*

*Moderator: Traci T. Johnson*

**What Happens If You Don’t Have a Permit**

*Pete Serio and Furcy Zeringue, U.S. Army Corps of Engineers*

The presentation will give an overview of the Department of the Army permit program. We’ll discuss the scope of our jurisdiction and what type of actions generally require a permit. In addition, we’ll discuss some of the problems that arise when applying for a permit and how to deal with these problems.

**Coast Guard Permitting Issues**

*David M. Frank, U.S. Coast Guard*

The U.S. Coast Guard is the Federal agency responsible for permitting bridges across navigable waters of the United States. The Bridge Administration Branch ensures that bridges are being permitted that meet the reasonable needs of navigation and have no significant affect on the environment. The Bridge Administration Office in New Orleans is responsible for permitting action on bridges in the coastal region of the Eighth District. Activities include permitting bridges, issuance of Public Notices, publishing temporary deviations, proposed and final rules for drawbridge regulations, approving construction plans for approved bridge permits and cooperating with other Federal, state and local stakeholders with bridge related issues.

**Coastal Use Permitting**

*Karl Morgan, Coastal Management Division, LA DNR*

This presentation will briefly cover how to file an application for and obtain a coastal use permit. It will describe some of the issues involved and will instruct how to remain in compliance with the conditions of that permit.
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<td>Session 23: Right-of-Way Maintenance</td>
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<td>Session 24: Design Methods for Foundations Using Newly Implemented LRFD Criteria and How that Affects the Construction Specifications</td>
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<td>Session 25: DOTD Plan Delivery</td>
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<td>Session 26: Intermodal Transportation (Part 2)</td>
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<td>Session 27: Modifications to the Huey P. Long Bridge in New Orleans (Part 1)</td>
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<td>Session 28: Communication Strategies</td>
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<td>Session 29: Asphalt Materials</td>
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<td>Session 30: Workforce Development</td>
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<td>Session 31: Highway Safety Tools, Techniques, and Analyses</td>
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<td>Session 32: Transportation Planning</td>
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<td>Session 33: Twin Span Pile Driving Issues</td>
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<td>Session 34: Cost Estimate Determination</td>
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<td>Session 35: Public Works Program</td>
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<td>Session 36: Modifications to the Huey P. Long Bridge in New Orleans (Part 2)</td>
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<tr>
<td>Tuesday, 2/10/2009</td>
<td>Session 28: Communication Strategies</td>
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<td>10:15 am–12:00 pm</td>
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<td>Tuesday, 2/10/2009</td>
<td>Session 37: Senior Design Projects</td>
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<td>1:00 pm–2:45 pm</td>
<td>Session 38: Concrete Materials</td>
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<td>2.0 PDHs available*</td>
<td>Session 39: Legal: Talk with the Lawyers</td>
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<td>Session 40: Traffic Engineering</td>
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<td>Session 41: Management Systems</td>
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<td>Session 42: Geotechnical Related Research and Implementation</td>
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<td>Session 43: Electronic Bidding</td>
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<td>Session 44: Coastal Protection and Restoration Authority of Louisiana (CPRA)</td>
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<td>Session 45: John James Audubon Bridge in New Roads and St. Francisville</td>
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<td>Tuesday, 2/10/2009</td>
<td>Session 46: Leading in Tough Times</td>
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<td>3:15 pm–5:00 pm</td>
<td>Session 47: Portland Cement Concrete Pavement Construction</td>
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<td>2.0 PDHs available*</td>
<td>Session 48: LaGOV—The Louisiana Statewide Enterprise Resource Planning (ERP) Project</td>
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<td>Session 49: Highway Safety, A Collaborative Effort: The 3 E's</td>
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<td>Session 50: Use of ArcGis for Managers and Supervisors</td>
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<td>Session 51: Deep Foundation and Testing Research</td>
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<td>Session 52: Systems Preservation (Part 2)</td>
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<td>Session 53: Committed to Preservation and Progress: DOTD, Archaeology,</td>
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<td>Construction, and the Natchitoches Front Street Project</td>
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<td>Session 54: Construction Update on DOTD Mega Projects/Programs</td>
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*2.0 PDH maximum assigned for each session based on anticipated contact time. If contact time is less than scheduled, PDHs are to be adjusted accordingly (50 minutes of contact time = 1PDH).

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<tr>
<th>Date and Time</th>
<th>Session Title</th>
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<tr>
<td>Wednesday, 2/11/2009</td>
<td>Session 55: Strategies for Saving Time on Routine Tasks</td>
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<tr>
<td>8:00 am–9:45 am</td>
<td>Session 56: Pavement Crack and Overlay Design</td>
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<td>2.0 PDHs available*</td>
<td>Session 57: Transportation Funding</td>
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<td>Session 58: Highway Safety and Incident Management: The Who’s, What’s, and When’s</td>
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<td>Session 59: Transportation Capacity and Weight Impact</td>
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<td>Session 60: Project Scheduling</td>
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<td>Session 61: DOTD, LTM and Consultant Engineers/Inspectors</td>
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<td>Session 62: Transportation Sustainability: Engineering &amp; Environmental Consideration</td>
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<td>Session 63: New Options in Transportation Communication and Research</td>
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<td>Session 64: Communication Strategies</td>
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<td>Session 65: Pavement Research and Implementation</td>
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<td>Session 66: Driving Continuous Improvement in Your Environment</td>
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<td>Session 67: DOTD Lagniappe: New Technologies and Case Studies</td>
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<td>Session 68: Innovations in Drainage Solutions</td>
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<td>Session 69: Utility Relocation</td>
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<td>Session 70: Panel Discussion with DOTD on Technical and Administrative Concerns</td>
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<td>Session 71: Environmental Construction Permits</td>
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**TOTAL PDHs EARNED**

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<tr>
<th>Date and Time</th>
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<tr>
<td>Sunday, 2/8/2009</td>
<td>Session 55: Strategies for Saving Time on Routine Tasks</td>
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<tr>
<td>4:30 p.m.–5:30 p.m.</td>
<td>Session 56: Pavement Crack and Overlay Design</td>
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<tr>
<td>or Wed., 2/11/2009, 2:00 p.m.–3:00 p.m.</td>
<td>1.0 PDH available</td>
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**TOTAL PDH'S EARNED IN ETHICS**

Total PDHs earned through attendance at the 2009 Louisiana Transportation Engineering Conference ___________

PDHs earned in professional ethics at the 2009 Louisiana Transportation Conference ___________

I hereby attest that I have attended the sessions documented on this form and that the cumulative PDHs total above is accurate.

___________________________________________________________________________________________________________

Signature of Attendee
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Sam Cooper, Committee Vice Chair
Harold “Skip” Paul
Bill Fontenot
John Evanco
David Miller
Ken Naquin
Wes Bolinger
Richard Savoie
Vince Russo
Mike Schiro
Nick Verret
Philip Meyers
All Committee Chairs

CONFERENCE MANAGEMENT
Mark Morvant, Conference Chairman
Sam Cooper, Conference Vice Chairman
Glynn Cavin, Conference Management Chairman
Bridget LeBlanc
Sandra Romero
Allison Landry
David Jumper
Jenny Speights

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Jenny Speights
John Whitworth
Cassandra Gray

INFORMATION TECHNOLOGY/ AUDIO VISUAL
David Jumper, Committee Chair
Tinka McFarland
Warren Huffty
Scott Menter

PROGRAM COMMITTEE
Sam Cooper, Committee Chair
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Steve Glascock
Dom Cali
Matt Zeicker
Dan Magri
Mike Boudreaux
Brian Buckel
Angela Benn
Gerrie A. Penn
Doc Zhang
Mike Schiro
Don Weathers, LAPA
Buddy Porta
Bobby Overall, Contractor
Mary Stringfellow, FHWA
Glenda Foster
Noel Ardoin
Scott Ashmore, CAAL
Bert Wintz
Steve Spohrer, LTM
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2009 Louisiana Transportation Conference
February 8-11
Baton Rouge River Center