

Technology Exchange

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TECHNICAL ASSISTANCE PROGRAM

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Pavement Preservation Podium



When? Where? How?

by Steve Strength

Pavement Preservation is a national initiative under FHWA's Every Day Counts (EDC) program that DOTD has adopted and LTAP is promoting for implementation by local agencies. This article is the first in a series kicking off LA LTAP's Transportation Asset Management (TAM) initiative, which includes a number of Pavement Preservation activities. Upcoming opportunities for local agencies to participate will include an Asset Management Survey, a pilot program of blended learning on TAM and PP treatments, and at least two FHWA workshops. We hope you will consider enrolling your agency in this program and keep watching for updates in future communications.

Have you ever seen a house that needs painting? We all have, of course. Perhaps you even own one. For the homeowner considering a repainting job, there are many questions. "How much will it cost?" is usually the first question, followed by, "How much work is involved?" Inevitably, "Can it wait till next year?" comes up. The paint on a house begins to deteriorate as soon as it is applied. Effects of weathering, especially exposure to sunlight, will eventually cause cracking, peeling, damage to siding, and water intrusion, which then adds a whole new set of problems. Depending on the level of deterioration, the cost of waiting can be enormous, with underlying problems that only worsen with age. So perhaps the most important question is not if, but "When should I consider repainting?"

Now consider the landlord who owns a number of houses. Keeping them in good condition will not only preserve his or her investment but will also determine whether they stay rented and remain an asset to the community. But a prudent owner will also have to answer the question, "Where should I paint first, second, third, etc.?"

Finally, when considering a paint job, you must look at options available for repainting. If you have been in a paint or home improvement store lately, you know that technology has provided us with more paint types and formulations than ever before, each

continued on page 2

CONTENTS

- Build a Better Mousetrap | 3
- Disaster Planning & Response | 4
- APWA Officer Installation | 6
- Police Jury Association & Parish Engineers | 8
- Road Scholar Graduates | 9
- Tractor Mower Safety | 10

TRAINING CALENDAR

National Public Works Week
May 20-26, 2018

LPA Project Development & Delivery
June 12, 13 & 14, 2018 - Baton Rouge

The Local Technical Assistance
Program of the Louisiana
Transportation Research
Center in cooperation with
LADOTD, FHWA, and LSU.

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Pavement Preservation, *cont. from page 1*

designed with specific performance characteristics to meet the requirements of climate, exposure, durability, and ease of application. You must decide if this is a “DIY” job or would best be contracted out. The equipment used and the application method chosen will also have a major effect on the cost effectiveness of the result. In other words, we must ask the question, “How am I going to get this job done?”

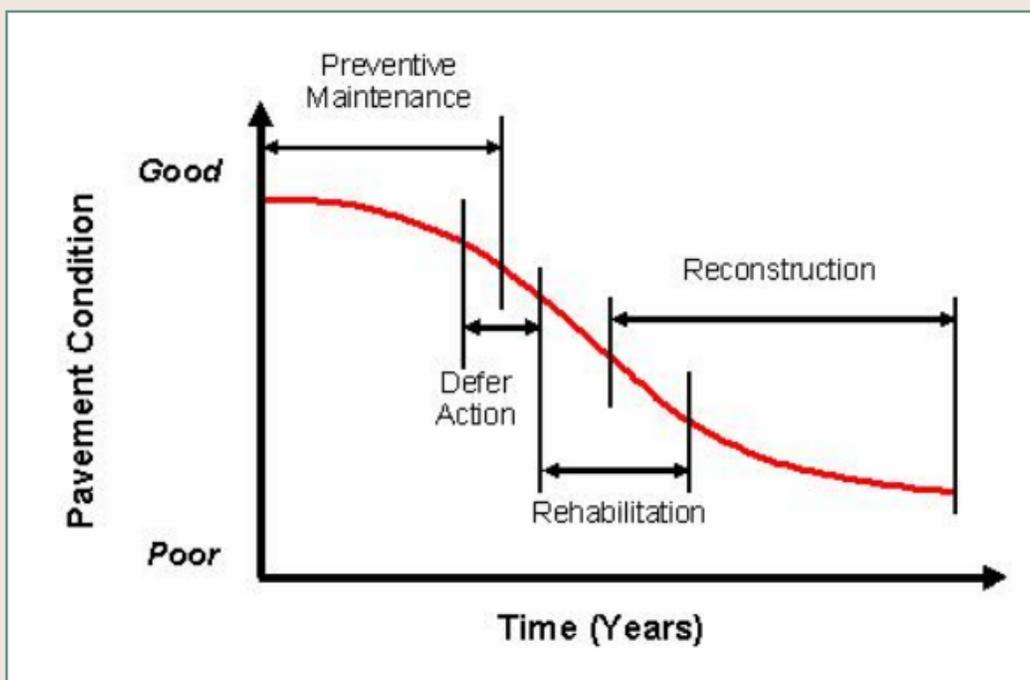
These questions are interrelated, and the answers to them will define a program that in the end will determine how well those assets perform and remain in a state of repair that will continue to perform. In the same way, the Federal Highway Administration (FHWA) has identified, and Louisiana DOTD has adopted, “Pavement Preservation – When, Where, and How” as one of its latest Every Day Counts (EDC) initiatives to help road agencies get the necessary information and develop the systems they need to maintain and operate their roadway networks safely and efficiently. Just like the house painting analogy, applying the right pavement preservation treatments at the right time, on the right road, and in the right manner, can save public dollars over the long haul. However, unlike a house or collection of dwellings, costing in the range of tens or hundreds of thousands of dollars, road agencies must make these decisions to protect road public investments in the range of billions of dollars.

When? – Now or Later? A popular television commercial from the 1970s featured an auto mechanic doing main bearing repairs on an engine costing hundreds of dollars (probably thousands today). Rolling on a mechanic’s creeper from under a classic 70s dinosaur, he states that if the owner had paid just a few dollars for an oil change and filter at frequent intervals, he could have avoided those expensive repairs. He concludes, “You can pay me now, or pay me later.” The EDC Pavement Preservation initiative proposes to replace high cost, infrequent reconstruction, resurfacing, and rehabilitation road treatments with more frequent pavement preservation treatments that can actually result in longer overall lifespan for the facility and at lower cost to the taxpayers.

The answer to the “When?” question falls within the context of the expected life of a pavement, the rate of deterioration expected, and the expected service life that various preservation treatments can add to the usefulness of a facility. This can be illustrated in a type of deterioration curve that plots pavement condition versus time. Pavement, like the paint on a house, deteriorates over time. This occurs even if the pavement was never subjected to traffic loads. Exposure to rain, wind, and most important, sunlight (in flexible pavements) is enough to do the job.

continued on page 11

GRAPH 1



Build a Better Mousetrap Local and National Competition

When was the last time you have thought of something innovative while working on a jobsite? Has the thought ever crossed your mind that your idea might get the job done more effectively as well as being cost effective? Now is your chance to show off your ingenuity by entering into the Build a Better Mousetrap Competition.

This competition aims to showcase the best and brightest ideas of ingenuity done by employees of our local and state public agencies. We hope to also create a dialogue with our entries that will be shared with our peers. Chances are, if it's a problem for you then it may be a problem for them too!

Winners will be judged by an LPESA led team on five key points:

- Cost
- Savings/benefits to the community
- Ingenuity and/or innovation
- Ease of transferability and likelihood of implementation
- Effectiveness

The state winner will have their entry sent to the National Build a Better Mousetrap Competition, sponsored by the Federal Highway Administration's Local Technical Assistance Program and the Tribal Technical Assistance Program. The winners will be announced at the upcoming National LTAP/TTAP conference in New Orleans in July 2018.

So, do you have something in mind and are you ready to show it off? Then go ahead and get started filling out the application located on the front page of our website at www.ltrc.lsu.edu/ltap. This entry form will help give you a way to concisely flush out your ideas while showing the benefits that come from it! All applications will be due on May 4, 2018.

As a reminder, we would like to state that anyone employed in any local or state public agency may apply. Good luck and we look forward to seeing and sharing your better mousetraps!

Example Submission



Second Place

Under Body and Frame Pressure Washer (Kentucky)

Problem Statement: I wanted to design something that would wash off salt from underneath truck frames and dump beds after a snow event to help slow down the rusting process and help preserve the brake parts from early failure. I also wanted it to be something we could make economically.

Solution: I finally settled on a frame size small enough to be easily maneuverable and also big enough to accommodate enough nozzles. Caster size had to be big enough to roll easily and small enough to fit under brake chambers. Water supply needed to be high volume and the spray nozzles needed to fan out and overlap each other.

Labor/Materials/Cost: Frame is 1" box tubing, 3" swivel casters, 1 1/3" galvanized pipe for handles, all other piping is pvc sch. 40 (3 sizes) 1 1/3-1" and various fittings, nozzles are screw in type with 45" fan installed to overlap 1 1/3" fire hose from the handle to a 2" 195 GP gas water pump. \$300 and a firehose.

Savings/Benefits to the Community: Our trucks and dump bed will last longer and look better, thus saving money and showing our department takes pride in our equipment. Keeping the brake parts from building up with rust means safer trucks and less liability plus longer brake life.

Managing Disaster Planning and Response: Planning and Preparedness are Key

A New LTAP Informational Series

LTAP is introducing a new resource to expand our level of expertise and value in providing support for public works as well as civil engineering disaster response and recovery teams. Over the next few issues of our newsletter, we will be including information provided by Brett Kriger, the Deputy Director for Disaster Recovery for the Louisiana Municipal Association. Kriger has over 25 years of operational and programmatic experience with local, state and FEMA laws, codes, procedures, and policies that govern and control disaster response, recovery, and mitigation. He has also been working closely with LTAP and FHWA over the past year to streamline and improve the potential for proper documentation and recovery reimbursement for damage to roads and bridges caused by standing and flowing water from floods.



Photo courtesy of FEMA Public Assistance Debris Management Guide and Student Handbook

Kriger is extremely knowledgeable and qualified to share his knowledge and provide this potential assistance to you. His disaster response and recovery experience at the state and federal level is extensive. To list just a few of his former positions:

- Creator of the following LMA response and recovery resources:
 1. LMA Disaster Recovery Manual
 2. LMA Public Assistance Grant Program Disaster Costs Documentation Package
 3. LMA Mutual Aid Agreement System and Implementation Manual
- Deputy Director, Governor's Authorized Representative, and State Coordinating Officer for the Louisiana Office of Emergency Preparedness (GOHSEP predecessor agency)
- Headquarters FEMA Disaster Assistance Employee deploying to multiple Presidential Disaster around the nation
- FEMA Technical Assistance Contractor for Hurricanes Katrina, Rita, Gustav, and Ike
- Vice President of ICF International and Director of the Mitigation Assistance Program under contract to the State of Louisiana for Hurricanes Katrina/Rita recovery.
- Assistant Director of the Center for Emergency Management Strategy at Science Applications International Corporation in Washington D.C.
- National Response & Recovery Program Instructor and "Honorary Professor" at the FEMA National Emergency Management Institute in Emmitsburg, MD
- Recipient of the FEMA Director's Public Service Award

The focus for this series will be the need to begin preparing ahead of time for disaster events that generate large amounts of debris that exceed parish and municipality capability to promptly and efficiently remove and dispose of it. History has shown repeatedly that early mistakes and/or shortfalls in project assessment, procurement of contract services and documentation have major impacts on the ability to fully recover and restore communities to viable operations while being fully reimbursed.

The first article in our series tackling debris management challenges follows.

Planning Ahead for Disaster Debris

by Brett Krieger

One thing we know for certain about major disasters is that the impact of debris is an immediate concern. Even the first stages of emergency response to save lives and prevent property damage cannot be effectively accomplished unless responders can get into the impacted areas. FEMA recognizes that in the first few hours and days following an event normal processes for procuring additional manpower and equipment are overcome by the criticality of emergency operations.

However, FEMA expects that reasonable means will be employed within the authorization in emergency laws and ordinances. Even emergency contracting that uses urgent non-competitive bidding can be reviewed and audited months or years later with requirements that the applicant had no reasonable option beforehand. Failure to document the scope of the debris challenge, the efforts to use reasonable procurement methods, and switch to normal procurement as soon as possible can be very costly to you.

The recommended solution to the risk of losing reimbursement is to have a pre-disaster debris management plan in place. The core components of this type of plan should incorporate best practices in debris removal, tailored to the unique needs of the jurisdiction, and reflect the criteria the jurisdiction must follow in order to fully leverage the assistance available from FEMA and other sources.

Successful debris operations require collaboration between departments within a jurisdiction's organization and with the external agencies that have regulatory authority over debris management activities. It is crucial for these various internal and external stakeholders to be engaged in the planning process. The plan's goal should be to establish an organizational structure for managing disaster debris which appropriately addresses the roles and responsibilities of the various stakeholders.

In most cases, the debris created by major disasters cannot be dealt with by a jurisdiction's day-to-day contract or force account resources. This means that jurisdictions will need to use contracted resources for debris management. The process for procuring and managing these resources should be identified in a debris management plan that addresses the following:

- Identify which of the anticipated debris management activities may be completed using contracted resources.
- Identify all federal, state, and local procurement requirements applicable to contracts for debris management services. This includes required contract provisions appropriate to the contract type.
- Identify the procurement procedures which will be followed, including any procedures applicable to procurements accomplished under emergency circumstances.
- Jurisdictions should ensure their procedures for procuring debris management services comply with State and local procurement requirements. If a jurisdiction intends to request FEMA PA program funding, federal procurement requirements must also be followed. In 44 CFR Part 13 federal procurement requirements applicable to PA Program funding are addressed.
- Determine which procurement methods (e.g., small purchase procedures, sealed bids) are most appropriate for which debris management services. This includes the criteria which will be used to evaluate potential contractors.
- Determine which contract types (e.g., time and materials, unit price) are most appropriate for which debris management services.
- Develop draft general contract scopes of work for the different debris management activities which can be customized to meet the circumstances of a specific disaster event.
- Develop a list of pre-qualified contractors for specific debris management activities before the disaster, based on appropriate criteria (e.g., insurance, bonding, specialized experience, past performance).
- Evaluate whether the procurement of pre-event contracts for debris management services is a viable option.

There are several online resources that offer useful reference material, such as information on planning for disaster debris and examples of plans prepared by other jurisdictions. The following links show on-line references that FEMA makes available to assist you in developing a timely, effective and fully reimbursable approach to debris:

www.fema.gov/pdf/government/grant/pa/demagde.pdf

www.fema.gov/pdf/government/grant/pa/dmpw_handbook.pdf

APWA Louisiana Chapter 85th Installation of Officers

Louisiana LTAP attended the American Public Works Association (APWA) Louisiana Chapter's 85th Installation of Officers ceremony at the Southern Yacht Club in New Orleans on January 24, 2018. As part of its national partnership with APWA, LTAP serves on two of the Louisiana Chapter boards and renewed those installments as officers at the event. LTAP's Director, Marie B. Walsh, Ph.D., is the Education Director of the Baton Rouge Branch, while Training Program Coordinator Courtney Dupre sits as a Director on the Louisiana Chapter State Board.

The program was full of excitement and enthusiasm at the prospect of what the Chapter and Branches will accomplish throughout the new year. Newly appointed APWA 2018 Louisiana Chapter President Sarah Paul Edel, P.E., PTOE, welcomed members to the evenings program. Outgoing APWA 2017 Louisiana Chapter President James Kapisis gave an outgoing report on the chapter's accomplishments in 2017. Douglas E. Layton, P.E., PWLF, the APWA Region IV Director, was in attendance from Florida and delivered a National Update on the association. Layton congratulated the Louisiana Chapter on its achievement of securing APWA's PWX (Public Works Expo) 2020 conference which the Chapter successfully applied for and was awarded to hold in New Orleans. He happily reported that the Louisiana Chapter was among the highest in its division in 2017 to receive new membership applications.

Layton honored Shelby P. LaSalle, Jr., with a Certificate of Recognition for having been a member of APWA for 50 years. He is the longest known and documented member of the association. LaSalle, Jr. has held several national leadership positions within the association since joining in 1968, including APWA National House of Del-

egates Chair in 2003; he was Chair of the Board of National Directors, Director Region IV from 2004-2010; he was on the Government National Affairs Committee from 2010-2011; he has been on the APWA Federal Transportation Committee from 2016 to the present. Mr. LaSalle, Jr., has also served the Louisiana State Chapter in several leadership positions. He was an APWA Louisiana Chapter Board Member; is a Past President of the Metropolitan New Orleans Chapter; and has served the North Lake Chapter as an Organizer, Charter Member and Past President.

Lasalle, Jr., took a few moments at the end of the program to recognize Patricia Fretwell for her achievements in the organization. In 1969, Fretwell was the first woman to enter in to the APWA New Orleans Chapter; since it was a male-only organization at the time, she experienced some pushback from members. Eventually, Fretwell took her request to the national association. During her time as a member, Fretwell would go on to be a Chapter President and is still a member today.

continued on page 7



Douglas E. Layton, PE, PWLF, the APWA Region IV Director, gives Shelby LaSalle, Jr. a Certificate of Recognition for 50 years of service and membership to APWA.

LTAP Booth at the Louisiana Transportation Conference

Hosted by LTRC and DOTD, the Louisiana Transportation Conference was held on February 25-28 at the Raising Cane's River Center. Located in downtown Baton Rouge, participants had a chance to take part of the what the capital city has to offer with its fun culture, great food, and networking opportunities!

This year, LTAP's booth was run by Leo Marretta, Steve Strength, and Peter Frost. Discussion included LTAP's mission as well as upcoming classes and events planned for 2018, such as the Tractor Mower and Crash Data workshops. Dr. Marie Walsh and Mary Stringfellow moderated discussions; Dr. Walsh presented speakers discussing Local Public Agencies, while Stringfellow presented speakers on focusing on Every Day Counts.



We are happy to have participated at this recent conference and share the message of what LTAP has to offer! As always if you are looking for any information about upcoming classes or events be sure to check out our website at www.ltrc.lsu.edu/ltap/. We love seeing and meeting who we serve in our community!

APWA, *cont. from page 6*

The highlight of the night was the installation of the 2018 Officers and Directors in to the Chapter, in which Layton lead members in a pledge of support to the chapter. State Chapter President Edel ended the program with gavel presentations and awards to all of the 2018 branch presidents, including Sparkle Noble as the Baton Rouge Branch President, Gabriel Morejon as the Metro New Orleans Branch President, and Blaine Clancy as the Northlake Branch President. Edel was then herself awarded a gavel as the Chapter's 2018 president. She told the group that her main goal during 2018 is to increase branch collaboration within the chapter.



2018 Louisiana State Chapter President Sarah Edel gives an award to the newly appointed 2018 Northlake Branch President Blaine Clancy in recognition of this leadership position.



2018 Metro New Orleans Branch President Gabriel Morejon addresses the crowd as he accepts an award from the 2018 Louisiana State Chapter Branch President Sarah Edel.

Police Jury Association and Parish Engineers Receive a Warm Reception in a Chilly New Orleans

In spite of record freezing temperatures and numerous road closures due to ice, the Police Jury Association of Louisiana's 94th Annual Convention went forward January 17-19 in New Orleans, with LTAP and the Louisiana Parish Engineers and Supervisors Association (LPESA) participating. LTAP shared a display booth with the LPESA in the exhibit hall at the Sheraton New Orleans Hotel on Canal Street. The booth featured the Local Road Safety Program, with LRSP Program Manager Leo Marretta providing information to attendees on crash data profiles available from LTAP, along with "How-to's" on developing Local Road Safety Plans, identifying countermeasures to address road safety issues, and applying for Federal safety funded projects. The LTAP booth also featured some of the upcoming training for 2018, such as the series of Tractor Mower Safety classes that were held throughout the state this spring.



Leo Marretta of LTAP's Local Road Safety Program was one of the early arrivals at the Police Jury Association Convention's exhibit hall on January 17 in New Orleans.

LTAP participated in the PJAL educational sessions on Thursday, January 18, with a session on "Road Repair and Reimbursement after Emergencies." Steve Strength, Louisiana LTAP Program Manager, presented information on behalf of LTAP Director Dr. Marie Walsh and Mary Stringfellow of the FHWA Louisiana Division, both of whom were unable to attend due to the road closures. Dr. Walsh's presentation dealt with the efforts of LTAP and LPESA in getting information out to local road agencies dealing with "Road Damage from Emergency Events." Stringfellow's presentation was entitled "Road Damage and the FHWA Emergency Relief Program." Both presentations emphasized the need to document road conditions prior to an event as well as maintaining proper records in the wake of a disaster. Brett Kriger of the Louisiana Municipal Association followed up by discussing the "New FEMA Public Assistance Policy for Disaster Response and Recovery," focused on maximizing eligibility and reimbursement for submerged roadways. He highlighted recent experiences of local agencies in dealing with FEMA following disasters ranging from the recent floods in 2016 and 2017 to 2005's Hurricane Katrina. Kriger's narration of his slides was delivered by phone due to the road closures but generated lively discussion among the attendees, many representing parishes affected by the recent disasters.

Additional features of the convention included the LPESA general membership meeting, as well as the LPESA Board meeting held on Thursday afternoon. DOTD Secretary Dr. Shawn Wilson was the featured speaker at the PJAL Highways Committee meeting that same afternoon. Dr. Wilson talked about DOTD's plans for funding locally-owned road projects and other initiatives to improve the infrastructure of the state. While water problems caused by the freeze resulted in the PJAL convention ending a day early, those who were able to attend gained valuable insights into the issues facing Louisiana's parishes in the coming year.

Congratulations to Our 2018 Roads Scholar Graduates!

LTAP is proud to announce that a total of 76 graduates from across the state have been confirmed as Roads Scholars! On March 20 in Ruston, we awarded the first group of graduates after their Tractor Mower Safety Training course. During the annual LPESA Spring Conference in Opelousas, LA, on April 19, an award ceremony took place to honor our recent Louisiana Roads Scholar Graduates. Other ceremonies included one held in Jefferson Parish on April 4 during their Parish Council Meeting with Parish President Michael S. Yenni presiding and graduation ceremony during our annual LPESA Spring Conference on April 11-12 at the Evangeline Downs Racetrack and Casino in Opelousas.

The goal of the Roads Scholar program is to provide local transportation and public work agencies cost effective training which aims to improve road and bridge maintenance skills. Those that attend will learn about proven techniques and guidelines as well as new innovations and technologies that can be applied to specific maintenance problems. In order to become a certified Roads Scholar, participants must complete required courses which include:

1. Basics of a Good Road
2. Asphalt Roads: Common Maintenance Problems
3. Drainage the Keys to Roads that Last
4. Work Zone Safety



5. Safety A Common Sense Approach for the Public Worker
6. Heavy Equipment Operations: Safety and Preventive Maintenance

As well as completing four of the following elective courses:

7. Seal Coats and Slurry Seals
8. Successful Supervision for Local Road Supervisors
- 9(a). The Road to Better Signing
- 9(b). Signing: From The Ground Up
10. Unpaved and Gravel Roads
11. Geotextiles
12. Road Surface Management
- 13(a). Bridges: Maintenance and Repair of Local Bridges
- 13(b). Bridges: Maintenance and Repair

Each of these classes will be offered on several occasions over a three-year period across convenient locations throughout Louisiana. If you are interested in becoming a Road Scholar or want to know more about any of the classes

that are offered, be sure to check out our website at www.ltrc.lsu.edu/ltap/training.html

We would like to say congratulations to our recent recipients and we look forward to certifying more of our hard working men and women in our public agencies and local transportation in the future!

Marie Walsh with the recent graduates in Ruston, LA.



LTAP's Tractor Mower Safety Recap

During February and March, Steve Price from International Training Service (ITS) returned to Louisiana to teach LTAP's Tractor Mower and Safety Training Course. Steve is known for his impressive background with ITS by providing training services to equipment manufacturers and contractors to thirteen countries across the globe. This 3-hour course was put together for operators, foremen, and supervisors who use industrial and agricultural tractors as well as mowing equipment for cutting interstate highways, state roads, and levees. Fifteen classes were taught all over the state and a total of over 500 workers took part in this year's training.



Last taught in 2016, Price has been working hard to bring an updated and focused session which included the following topics:

- Introduction to tractor and mower operations
- Most common accidents associated with tractor mowers
- Work zone safety and hazard awareness
- Operator daily checks and maintenance
- Tailgate safety talk
- Operator training tips
- PTO safety Awareness
- Operator health- dealing with extreme working conditions and fatigue

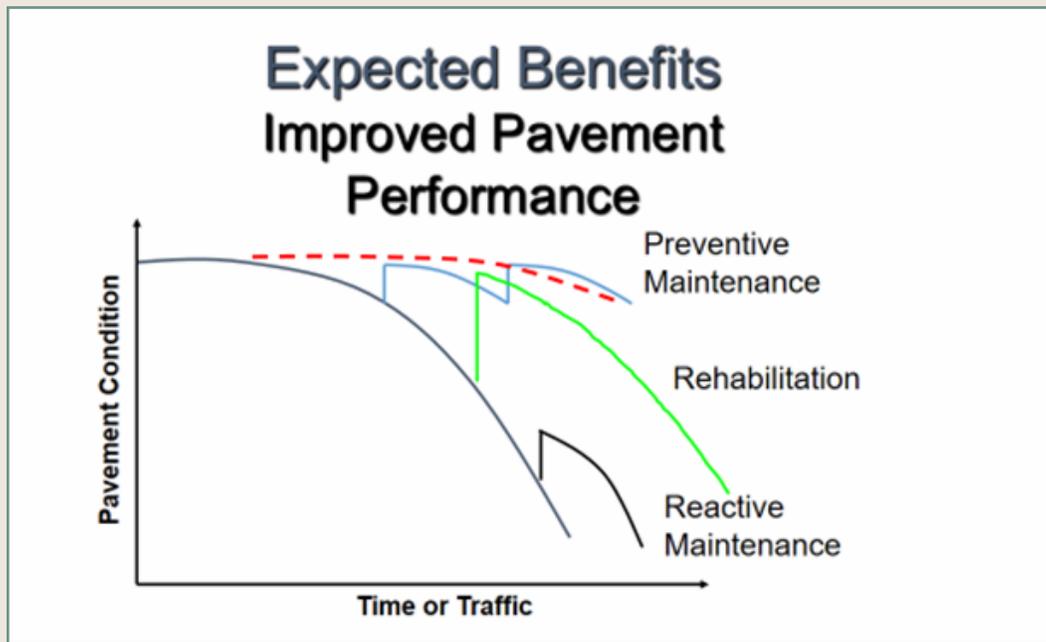
As well as receiving valuable insight from Steve, participants of his class received a copy of the AEM Safety Training Manual that can be used at any worksite. More than just a class handout, this manual offers several sections dedicated to creating a safety program for before and after a job using heavy equipment, and different ways you can accomplish performance and maintenance safety. Price believes that training and safety manuals are seldom used or referred to by supervisors which leads to serious accidents that can be prevented.

LTAP thanks Steve Price for providing this great training opportunity and for all of our attendees who participated and made their experiences known. We look forward to our future classes that Price will be working on to present in the future!

If you think your workers would find this manual beneficial, then be sure to check out <https://itunes.apple.com/us/book/aem-industrial-agricultural-mower-safety-manual/id596436878?mt=11> for a free download that can be used on your tablets, phones, and computers.



GRAPH 2



Pavement Preservation, cont. from page 2

Graph 1, adapted from the FHWA's EDC website shows that the optimal time to perform preventive maintenance is before the pavement deteriorates to a point where more expensive solutions are necessary. The point of no return occurs before the downward curve of the graph reaches its maximum slope. The consequences of deferring maintenance until the maximum slope or rate of degradation is reached include more expensive rehabilitation or even reconstruction. For new asphalt pavement, a good rule of thumb is to go no more than approximately the first five years before applying preservation treatments, but some agencies begin such treatments even earlier depending on traffic loads and other factors.

The benefits of preservation at the right time can be illustrated in graph 2 above, courtesy of DOTD. By applying preventive treatments such as crack sealing, for example (shown in blue on the graph), the pavement condition can be restored to nearly new condition and the overall life of the pavement can be extended indefinitely, provided that other factors such as base failures do not manifest themselves. The preservation treatments can be used to significantly reduce or eliminate the likelihood of base failures of the type caused by water intrusion from the surface of the pavement. In addition, the preservation treatments can be applied more frequently and for a fraction of the cost of overlays or more intense rehabilitation. In our house painting analogy, this would be

equivalent to adding a fresh coat of paint before the existing layer begins to crack and peel significantly. The extra layer of paint could be applied more frequently, while reducing the need for scraping, chipping, or replacing deteriorated siding or structural boards at much greater cost.

Louisiana LTAP presented a one and a half day FHWA EDC Pavement Preservation Workshop at two locations this past fall and will be including pavement preservation as a key topic at upcoming LPESA and related events. LTAP is also developing several more workshops and training modules as part of Louisiana's EDC implementation efforts, which will also include additional training and technical assistance in the area of Asset Management, methods which are applicable to many areas of public works management in addition to pavements.

We will be covering the "where" question of pavement preservation and discussing specific treatments and their advantages and limitations in this "Pavement Preservation Podium" in subsequent issues of *Technology Exchange*. If you have questions or need additional information, contact Steve Strength at the LTAP Center (225) 767-9118, or go to the FHWA EDC web page at: www.fhwa.dot.gov/innovation/everyday-counts/edc_4/pavement.cfm.

And stay tuned for updates in our Training Resources e-newsletter, and at www.louisianaltap.org.



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The purpose of the Local Technical Assistance Center is to provide technical materials, information, and training to help local government agencies in Louisiana maintain and improve their roads and bridges in a cost-effective manner. To accomplish this purpose, we publish a quarterly newsletter; conduct seminars, workshops, and mini-workshops covering various aspects of road and transportation issues; provide a lending library service of audio/visual programs; provide technical assistance through phone and mail-in requests relating to transportation technology; and undertake special projects of interest to municipalities in Louisiana.