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GAME-CHANGING
POTENTIAL
OF BLENDED
AGGREGATES**

**END THE STREAK:
A CONVERSATION WITH
MICHAEL CHACON, TxDOT**

**FOLLOWING SPECIFICATIONS
AND ECONOMICALLY
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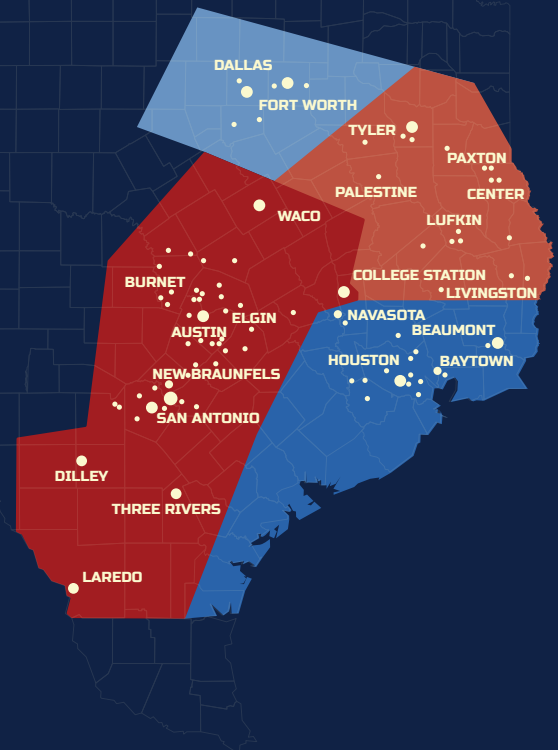


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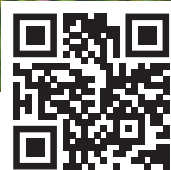


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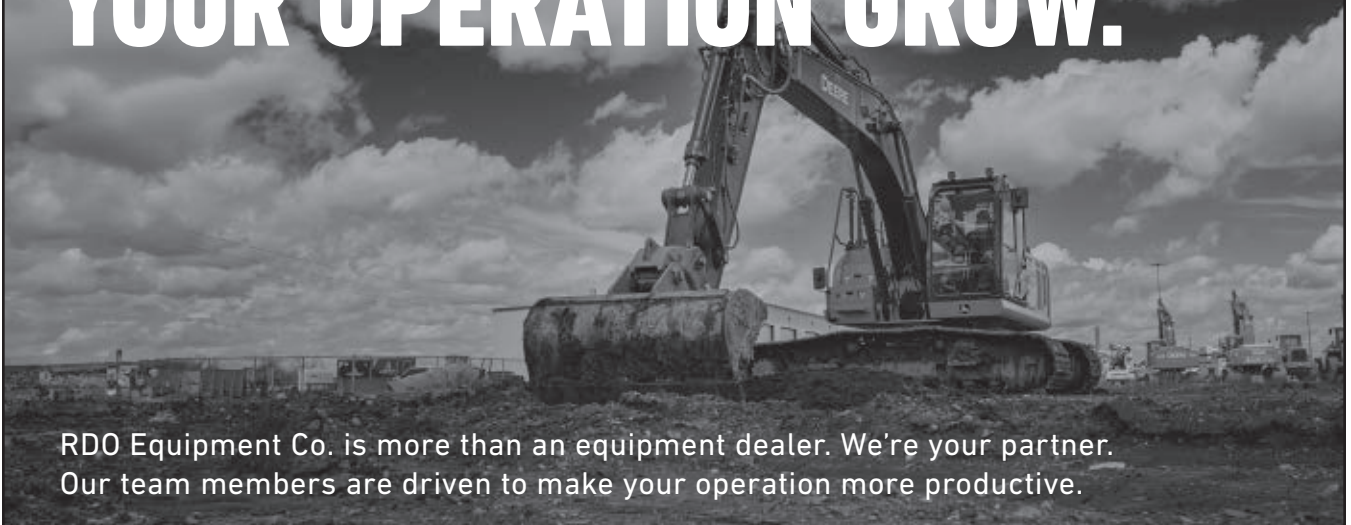


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SUMMER 2024



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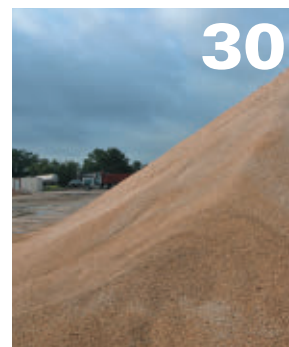
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Glen Dvorak
Hunter Industries, Ltd.
President - TXAPA

Greetings, fellow TXAPA members. The beginning of 2024 has been marked by significant activity. Committee chairs and members have been diligently meeting with the primary goal of increasing the amount of HMACP on Texas roadways. The TXAPA staff has also been fully dedicated to this objective. Every day, they tirelessly work for our members and the industry, promoting and creating programs to actualize the mission of the association, which is centered on increasing the production and placement of HMACP.

MORE THAN A NAME: TITLE CHANGE PAVES THE WAY FOR GROWTH

The Board of Directors unanimously approved the change of Harold Mullen's title to Chief Executive Officer during their February 2024 meeting. This move reflects a broader trend not only among private companies but also significant nonprofit associations in branding key leadership roles. CEO Mullen, along with his successors, will henceforth carry this distinguished title. This decision is a testament to the exceptional past and present leadership demonstrated by TXAPA's board, staff, and members, propelling the association to national significance and acclaim. The services offered to members are unparalleled, and renaming the position to CEO paves the way for potential future title adjustments for division directors. As TXAPA looks ahead, anticipating growth and evolution, this title modification fosters flexibility in attracting top-tier talent to uphold TXAPA's standards of excellence.

TxDOT PARTNERSHIP

TXAPA members are deeply appreciative of the opportunity to engage directly with TxDOT. In efforts to enhance this partnership, CEO

Harold Mullen has been engaging in high-level meetings with TxDOT's Carl Johnson, Ryan Barborak, and Travis Patton. These meetings revolve around discussions on HMAPC and industry-related issues, aiming to align priorities with a strong emphasis on quality and safety. Priority matters identified are subsequently brought to the relevant joint committees for further deliberation and action. Let's delve into a couple of these joint committees.

HEAVY-DUTY PAVEMENT WORKING GROUP (HDPWG)

With a healthy Texas economy and 1,200 people moving to Texas each day, the pressure on TxDOT's transportation system is ever increasing: Increase in average daily traffic, more trucks, and increased loading. TxDOT has recognized this and is working with TXAPA to develop a Heavy-Duty Pavement Design Guideline (HDPDG) document. Led by Co-Chairmen Craig Odom (Reece-Albert) and James Stevenson (TxDOT's Maintenance Division Director), the HDPWG has been actively meeting during the first quarter. The demand is real, and we all need to work together to ensure our pavements are designed correctly. The HDPDG will allow TxDOT Districts to develop their individual Heavy-Duty Pavement standard operating procedures. Along with the implementation of FPS-23 and TxME, Designers will have the tools they need to ensure a quality HMAPC.

AGGREGATE WORKING GROUP (AWG)

The quantity of SAC-A aggregate used on TxDOT projects has been steadily increasing. In fiscal year 2023, over 36% of the HMAPC bids on TxDOT projects required SAC-A. The typical fiscal year average is approximately 31%. Fiscal year 2024 is on pace to be higher than fiscal year 2023. SAC-A aggregate required for TxDOT's Districtwide Seal Coat Program has also seen an increase. The AWG, led by Co-Chairman Mark Ellis (Zack-Burkett) and Paul Norman (TxDOT's Abilene Director of Construction), have been working diligently concerning the use of SAC-A aggregates. The AWG have identified several concerns, including the uses of SAC-A, how it is specified in plans, and a need for education. The plan of the AWG is to focus on the following:

- Bring awareness to TxDOT Districts concerning the increased use of SAC-A aggregates,
- Review TxDOT procedures and practices for the selection and use of SAC-A aggregates,
- Educate how our Industry quarries are setup. It is imperative to share this information to ensure a designer is optimizing material availability, so projects are not being delayed.

- Add as an agenda item to TXAPA-TxDOT Partner-In-Quality meetings.

ARMORING

In Fiscal Year 2019, TxDOT initiated contracts for over 17 million tons of HMACP. Across various districts, TxDOT effectively addressed numerous HMACP overlay requirements, with one district specifically referring to this process as “Armoring roadways.” This term was novel to me in the context of HMACP. Essentially, the district identified critical roadways deemed heavy-duty, where additional

structural reinforcement was necessary beyond a standard overlay. This reinforcement involved increasing the thickness of the surface course and/or incorporating continuous level-up layers. With the introduction of TxDOT’s Heavy Duty Pavement Design Guideline document and FPS design program, districts will have additional resources to enhance the Armoring process. As previously mentioned, the demand placed on TxDOT’s transportation system remains substantial. The Armoring approach represents one strategy to meet this demand effectively.

WITH A HEALTHY TEXAS ECONOMY AND 1,200 PEOPLE MOVING TO TEXAS EACH DAY, THE PRESSURE ON TxDOT’S TRANSPORTATION SYSTEM IS EVER INCREASING: INCREASE IN AVERAGE DAILY TRAFFIC, MORE TRUCKS, AND INCREASED LOADING.



MAPS

Another very busy TXAPA Committee has been the Associate Member Advisory Committee. Led by Matt Wheatley with Highway Data Systems, the committee has spent more than a year reimagining and producing the MAPS conference. The program was streamlined to address municipal needs allowing attendees to witness an asphalt pavement project from inception to completion and walk away with a strategy for repeatable success. Significant to MAPS this year was the re-introduction of the Texas Asphalt Pavement User Guide and the debut of the TXAPA Municipal specification, 341-M. For more on the MAPS conference, check out the recap on pages 15-17. It was an honor to be included on the program this year, and I felt it was an unqualified success in meeting the goal of extending our services and resources to the municipal customer.

In closing, I extend my sincere gratitude to each TXAPA member for their unwavering dedication to upholding standards of Quality and Safety. There is so much work happening, with even more in the pipeline. TxDOT is poised to let a staggering \$14 billion in construction in Fiscal Year 2024. Remember, should you require any assistance or support, both the TXAPA Staff and I are at your disposal. With TXAPA’s arsenal of resources and support systems, success is well within reach. Wishing you all a summer filled with safety and prosperity. ☺

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TXAPA'S MEMBERS EXEMPLIFY LEADERSHIP



Harold C. Mullen
Chief Executive Officer - TXAPA

BY ENCOURAGING OPEN COMMUNICATION AND KNOWLEDGE SHARING, THE ASSOCIATION HAS CREATED A SUPPORTIVE NETWORK THAT ALLOWS MEMBERS TO LEARN FROM EACH OTHER AND OVERCOME CHALLENGES.



Leadership is the cornerstone of any successful organization. It involves guiding a group toward a common goal and encouraging an environment of trust, innovation, and resilience. Great leaders envision the future and inspire others to work toward it with dedication and passion. To me, TXAPA's member officers and directors repeatedly stand out as a model of exceptional leadership.

As I have said many times, TXAPA has historically had great member leaders who directed the association's goals, objectives, and activities. Over the years, TXAPA has consistently demonstrated the qualities of outstanding member leadership, making significant contributions to the asphalt pavement industry. The association's leaders have not only been visionaries but also effective implementers of strategic initiatives that have propelled the industry forward. Their ability to anticipate industry needs, identify beneficial partnerships, and develop a culture of continuous improvement has set TXAPA apart as a leading organization.

One of the hallmarks of TXAPA's leadership is its dedication to quality. The association has been at the forefront of promoting and adopting new technologies and best practices in asphalt pavement. TXAPA ensures its members are well-equipped with the latest knowledge and skills by organizing conferences, workshops, and training programs. This proactive approach has significantly improved the quality and sustainability of Texas asphalt pavements, benefiting members and all stakeholder partners.

Moreover, TXAPA's member leadership has been instrumental in fostering a strong sense of community and partnering among its members. This action has taken place through our committee structure and working group process. By encouraging open communication and knowledge sharing, the association has created a supportive network that allows members to learn from each other and overcome challenges. This collaborative spirit, this sense of unity, has been vital in driving the industry forward and ensuring that TXAPA remains a valued and effective entity.

There are many leadership styles that exist, but the one I view as most necessary is servant leadership. The reason I mention that is because it involves mentorship. Mentorship is a key component of teaching, educating, and training someone to become a successful industry partner. This leadership style also builds that sense of community and support network that is so important. You might be a servant leader and not even know it. Someone around you is probably watching and observing you and how you perform your daily tasks. Be mindful of those mentorship opportunities and take advantage of being a servant leader.

In conclusion, I want to express my heartfelt gratitude to the many member leaders of TXAPA whose guidance and direction have yielded such remarkable results over the years. Our legacy leaders are humbly smiling upon us because of the initiative-taking stance of our current officers and directors. Today's TXAPA leadership exemplifies what it means to lead with vision, innovation, and integrity. We continue our steadfast unwavering commitment to advancing the asphalt pavement industry through education, partnering, and dedication to quality. 🌟



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ENGAGING IN NETWORKING OPPORTUNITIES

Matthew Wheatley
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The Texas Asphalt Pavement Association (TXAPA) stands as a cornerstone for professionals in the pavement, construction, and maintenance sectors, offering a comprehensive array of services from quality control training to technical support. The association plays a pivotal role in fostering advancements in asphalt production and application.

ROLE OF THE ASSOCIATE MEMBERS COMMITTEE

The Associate members committee, in close work with TXAPA staff organizes the Managing Asphalt Pavements Show (MAPS) in Waco. This year we welcomed 400 of our members and county and city engineers, planners, and technical specialists. The attendees spent two full days learning about the benefits and ease of use of asphalt as the premier paving material.

MAPS CONFERENCE

The MAPS Conference, hosted annually by the Texas Asphalt Pavement Association (TXAPA), represents a pivotal gathering for industry professionals to explore the latest advancements and challenges in the pavement sector. Attending this conference offers unparalleled opportunities to deepen your understanding of asphalt products and technology, and network with key influencers.

ENGAGING IN TECHNICAL SESSIONS AND WORKSHOPS

The conference featured modules designed to guide the attendees through the process of initiating and completing a successful asphalt project. The sessions were led by industry experts chosen specifically for their subject matter knowledge. Along with step-by-step guidance, TXAPA introduced the new **341M Municipal Asphalt Specification** for

use by cities and counties, along with an accompanying document titled *Asphalt Pavement Design and Construction Guide* which will prove invaluable to those responsible for maintaining our city and county road network.

NETWORKING OPPORTUNITIES

The MAPS Conference is not just about learning; it's a prime venue for building professional relationships. Engaging in these networking opportunities can lead to collaborations, partnerships, and even new business avenues.

Associate members have the chance to showcase their latest products or services directly to a targeted audience. Whether it's innovative maintenance solutions or advanced construction materials, presenting your offerings at the conference can significantly enhance your company's visibility within the industry.

CONCLUSION

As we look toward the future of the industry, the importance of active participation and collaboration within associations like TXAPA cannot be overstated. The exchange of knowledge, ideas, and best practices among members catalyzes growth and drives advancements that will tackle forthcoming challenges in pavement technology and infrastructure development. 🌟

AS WE LOOK TOWARD THE FUTURE OF THE INDUSTRY, THE IMPORTANCE OF ACTIVE PARTICIPATION AND COLLABORATION WITHIN ASSOCIATIONS LIKE TXAPA CANNOT BE OVERSTATED.



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THE ASPHALT MIX DESIGN ABOUT NOTHING

Andy Cascione, PhD, PE
Valero Marketing and Supply
Major Associate Member Chair



Jerry Seinfeld once had a stand-up routine about pain medication. He lamented that when shopping for over-the-counter medication there are too many choices. There is fast-acting and there is long-lasting. Well, are you more worried about the present or the future? Then there is extra-strength and maximum-strength, but you can no longer find just “strength.” Nobody wants that. They want the maximum amount. Jerry said, “Give me the maximum allowable human dosage. Figure out what will kill me, and then back it off a little bit.” While he may have not realized it, that approach isn’t too far off from what asphalt engineers seek to do for asphalt mix designs.

When AASHTO first implemented Superpave mix design and gyratory compaction in the 1990’s, the new specifications were widely successful in reducing pavement rutting. Superpave’s new aggregate and mix volumetric parameters did a great job at increasing pavement stability and resistance to loads from higher traffic volumes. However, it wasn’t too long before engineers began to describe the new mixes as dry or boney. While the mixes were excellent at improving stability,

at times they lacked the durability needed to resist raveling, long-term aging or cracking.

Asphalt mix design has always been a balance between stability and durability, which is largely determined by the amount of asphalt binder added to the aggregate matrix. With a minimal amount of asphalt, a mixture can still be resistant to deformation provided the aggregate framework generates enough internal friction between particles. Yet, if not enough asphalt binder is added to an asphalt mixture, it will lack durability. The most important factor that impacts durability is the amount of asphalt binder. The thicker the asphalt film around the aggregates, the more durable the pavement. But as one might expect, as more asphalt is added to the aggregate structure, there’s a point at which too much asphalt will reduce stability and cause the mix to be susceptible to shoving and deformation.

So how does one determine the right amount of asphalt binder? It’s a question that was actually tackled by engineers decades ago. Francis Hveem from the California Division of Highways in the 1920’s and Bruce Marshall from the Mississippi Highway Department in the 1930’s developed design methods with device(s) that measured the stability of a compacted sample—Hveem used the Stabilometer and Cohesimeter, and Marshall used the Stability and Flow Test. Results from each device were used to determine resistance to deformation and cohesion/flow for selecting the optimum asphalt content.

Fast forward to the advent of Superpave and you may wonder what devices are used today. When Superpave was first developed, the mix design method included the Superpave Shear Test (SST) to

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characterize an asphalt mixture's resistance to deformation. In the end, the SST was not widely adopted due to complexity and cost. Unfortunately, that left Superpave without a standardized performance test and more reliance on volumetrics. For selecting the asphalt binder content in Superpave mixes today in Texas, several volumetric mix parameters, including Air Voids and Voids in the Mineral Aggregate (VMA), are specified by TxDOT to help guide mix designers. To make up for the lack of a Superpave performance test, TxDOT also utilizes the Texas Overlay Tester and the Hamburg Wheel Tracking Device.

One of the challenges with too much reliance on volumetric properties, especially with low VMA, is the risk of dry or boney mixes. To get more asphalt in mixes, several years ago state highway agencies began adopting the strategy of reducing the amount of laboratory compaction effort. The idea was that less gyrations in the gyratory compactor would result in samples with less air voids, more asphalt binder, and ultimately higher optimum asphalt contents that would still meet volumetric specifications. While that is true on the surface, mix designers have the ability to adjust the aggregate gradation, so more asphalt is not necessarily needed, even with a lower compaction effort.

In 2019 the National Center for Asphalt Technology (NCAT) published the report titled *Mix Design Strategies for Improving Asphalt Mixture Performance*. In the report, the authors outlined volumetric specification strategies that promote higher asphalt contents in Superpave mixes regardless of gradation adjustments. Although that helps with pavement performance, state highway agencies have begun gravitating toward the next generation of asphalt mix design termed Balanced Mix Design (BMD) to ultimately answer the question of how much asphalt binder needs to be added.

BMD utilizes a combination of volumetric parameters, rutting tests, and cracking tests to determine the optimum asphalt content. Volumetrics are still used as a guide while performance tests are used to ensure the selected asphalt content provides enough durability for long-life pavements. Emphasis is typically placed on having the right cracking test (or tests) with the right specification for local materials and conditions. That will help ensure enough asphalt binder is in the mix to maximize a pavement's longevity.

While Jerry Seinfeld's TV show was described as "a show about nothing," in some respects his pain medication "strategy" could be used for asphalt mix design. It is important to make sure the maximum amount of asphalt binder is in a mixture—right up to but not over the amount that would create a rutting issue. With the advent of BMD, engineers now have new performance testing tools to help determine a mixture's upper asphalt boundary limit. Essentially, evaluating the maximum amount of asphalt binder, figuring out what is too much, then backing it off a little bit. 🔄

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The 7th Annual Asphalt Road-EO Student Engineering Competition occurred April 12-13 at the TXAPA Campus in Buda, TX. The TXAPA Marketing Committee, chaired by Jason Purke with Texas Materials Central Texas Area, planned and executed this year's competition, which attracted 36 students from 11 universities, forming nine competing teams. TXAPA has hosted the Road-EO since it began in 2017 as a

friendly competition between Dr. Amit Bhasin's students at the University of Texas at Austin. It has since evolved into a highly anticipated event attracting university undergraduates from Texas, Oklahoma, and Louisiana.

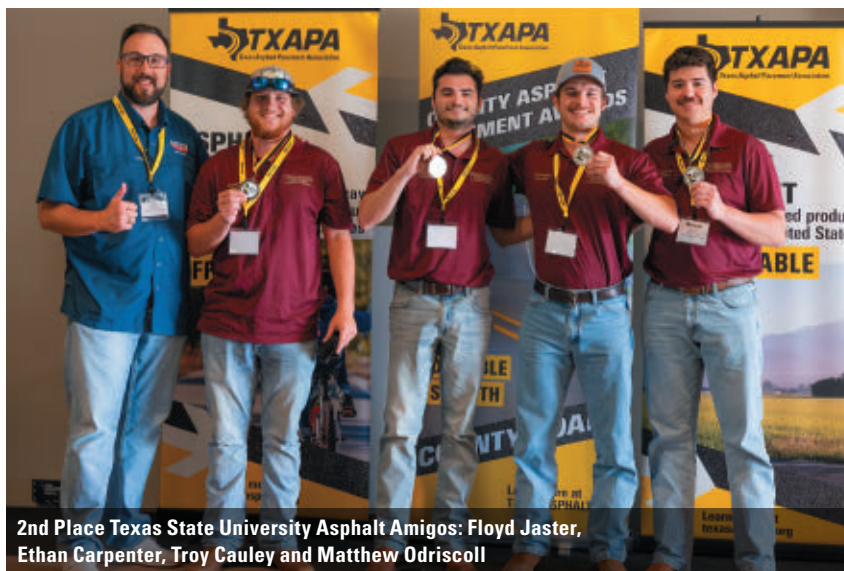
Student competitors, who must be undergraduates, receive aggregate and binder from the same source (provided by TXAPA members) to construct an asphalt slab. The competition evaluates the slab for skid resistance,

rutting, and cracking. Additionally, a judging panel allows students to explain their design choices and compaction methods, with judges asking questions. The competition emphasizes balanced mix design, sustainability, and cost efficiency, with points awarded for incorporating industrial waste or deducted for expensive components.

TXAPA congratulates the winners of this year's competition and to all our competing teams: 🏆



1st Place University of Texas at Austin Longhorn Tire Terrors: James Savage, Gary Simmons, Emma Davis and Thomas Drefs and pictured with Chair Jason Purke, Texas Materials Central Texas Area.



2nd Place Texas State University Asphalt Amigos: Floyd Jaster, Ethan Carpenter, Troy Cauley and Matthew Odriscoll



3rd Place Texas State University Road Warriors: Truman Patterson, Ryan Lowe, Brian McCleary and Ty Brown



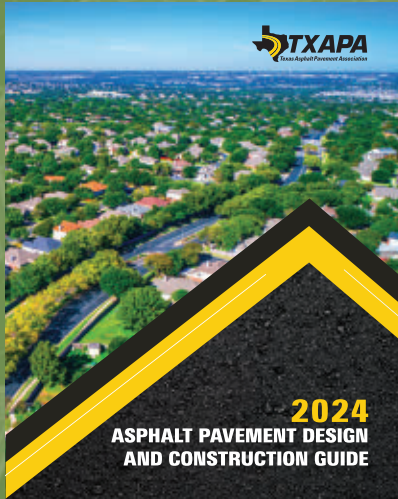
MAPS CONFERENCE DELIVERS MUNICIPAL ASPHALT PAVEMENT DESIGN AND CONSTRUCTION GUIDANCE

The MAPS Conference & Trade Show welcomed over 400 attendees and exhibitors from all over Texas and beyond. This year, the conference offered a streamlined program providing a clear path from asphalt pavement project inception to completion. To support the educational content, TXAPA introduced its new Asphalt Pavement Design and Construction Guide and Specification 341M; both developed to meet the unique needs of Texas cities, counties, and private project owners, such as airports and commercial developers.

The trade show featured more than 45 exhibitor spaces representing everything from consulting engineers to equipment dealers, to new technology manufacturers. This was the third year in a row that TXAPA held the MAPS Conference in Waco, TX, and its second at the Extraco Events Center BASE. Special events included the Texas Quality Asphalt Pavement Awards, keynote speaker Bayley Currey with Niece Motorsports, up-and-coming driver of the No. 41 Chevrolet Silverado for the full NASCAR Craftsman Truck Series. 🏁



Bayley Currey with Niece Motorsports and TXAPA President Glen Dvorak with Hunter Industries at the 2024 MAPS Conference.



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TXAPA QUALITY ASPHALT PAVEMENT AWARDS

This year at the MAPS Conference, TXAPA President Glen Dvorak (Hunter Industries, Ltd.) and TXAPA Quality Paving and New Technology Chair Robert Lee (CRH Americas) were pleased to honor the achievements of asphalt pavement excellence during the 2022 and 2023 paving seasons. These awards recognize municipal and private owner projects (non-TxDOT). Please join TXAPA in congratulating our winners.



Austin Bridge & Road LP won 2022 Awards in the Airport and City categories. Pictured with TXAPA President Glen Dvorak, left and Chair Robert Lee, right.



Texas Materials Central Texas Area won a 2022 Award in the Commercial (Large) category.



Texas Materials Gulf Coast Area won a 2022 Award in the Airport category.



Mason Construction and Texas Materials Gulf Coast Area won a 2022 Award in the Commercial (Small) category.



City of Kerrville and Texas Materials Central Texas Area won a 2023 Award in the Airport category.



Texas Materials Gulf Coast Area won a 2023 Award in the County category.



Austin Bridge & Road LP won a 2023 Award in the Specialty category.
Not Pictured: Jagoe Public Company won a 2022 Award in the Airport category.



Texas Materials North Texas Area won a 2023 Award in the City category. ✨

THE GAME-CHANGING POTENTIAL OF BLENDED AGGREGATES

BY SHENG HU, TEXAS A&M TRANSPORTATION INSTITUTE; FUJIE ZHOU, TEXAS A&M TRANSPORTATION INSTITUTE

Pavement skid resistance is critical for public safety. Crashes on wet pavements are closely related to inadequate pavement skid resistance. Texas Department of Transportation (TxDOT) has a goal of reducing fatal crashes to zero by 2050. To improve pavement skid resistance and accordingly reduce fatalities, the demand for Surface Aggregate Classification (SAC)-A aggregate has increased significantly year after year, because aggregate micro-texture (or friction) directly influences pavement skid resistance. However, the supplies for SAC-A aggregate are very limited in Texas. To alleviate the demand-supply gap, TxDOT again turned their focus to the “black gold”—reclaimed asphalt pavement (RAP).

TxDOT allows for the use of reclaimed asphalt pavement (RAP) to conserve natural resources and reduce costs for more than half a century. However, RAP has always been treated as SAC-B aggregates, regardless. As everyone knows, there are miles of miles of roads in Texas paved with mixes containing 100% SAC-A aggregates. If RAP with SAC-A aggregates is credited as virgin SAC-A aggregates, TxDOT, the asphalt industry, and most important, the public driving on the road daily, will benefit from it tremendously. TxDOT initiated a research project titled Surface Aggregate Classification of Reclaimed Asphalt Pavement (RAP) aiming to address three questions: (1) What type of laboratory test can directly measure

aggregate friction/skid resistance? (2) Does RAP with SAC-A aggregates improve mixture friction/skid resistance, and (3) What are the acceptance criteria for RAP SAC-A aggregates? A research team at Texas A&M Transportation Institute (TTI) conducted a thorough investigation to answer these three questions. Detailed research work and findings are described below.

- **Use of Dynamic Friction Test (DFT) to measure aggregate friction**

TxDOT currently uses an acid insoluble residue value of 55 to classify SAC-A or B aggregates. Compared to the acid insoluble test, DFT offers a significantly superior method for evaluating aggregate skid resistance, since it directly measures

the friction of aggregates. Furthermore, DFT can also assess the surface friction of asphalt mixture slabs, as shown in Figure 1.

- **Impact of RAP on mixture slab friction**

The research team prepared multiple asphalt mixture slabs using two types of RAPs: one with SAC-A aggregate and the other with SAC-B aggregate. Each slab was polished using a three-wheel polisher for various cycles, and the DFT value was measured after specific polishing intervals. Figure 2 presents the impact of RAP aggregate quality (SAC-A vs. SAC-B) and quantity on asphalt mixture slab friction. It's obvious that the addition of RAP with SAC-A aggregate to the mixture improves the mixture's friction throughout the test

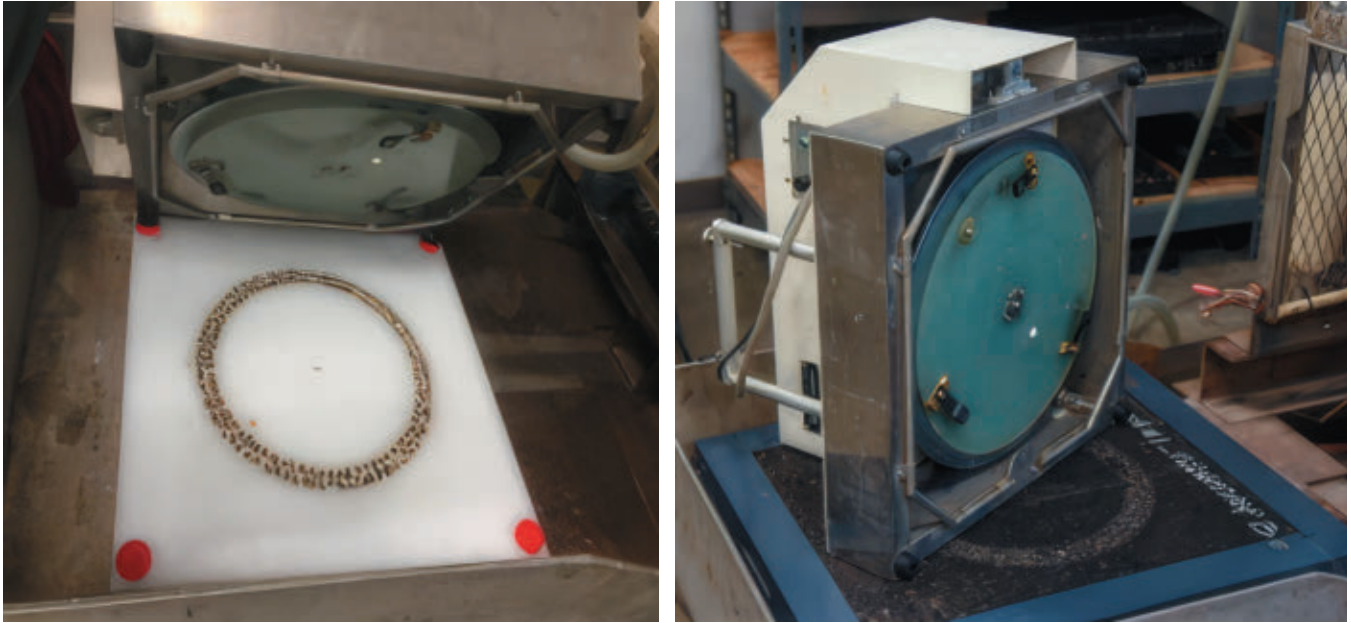


Figure 1. DFT Test for Aggregates and Asphalt Mixture Slab

duration, up to 115,000 polishing cycles. In contrast, the inclusion of RAP with SAC-B aggregate, as expected, diminishes the mixture's friction.

- **Preliminary acceptance criteria for SAC-A RAP**

Pavement skid resistance is a function of both aggregate micro-texture (or friction) and aggregate macro-texture (or mix type) measured by a circular track meter (CTM). The research team tested 20 different asphalt mixtures and associated aggregates using both DFT and CTM. Based on historical data and the correlation between field skid number and DFT and CTM values, the research team proposed a preliminary criterion of a minimum DFT value of 0.43 for SAC-A RAP.

To implement the laboratory findings and verify the preliminary acceptance criteria for

**DFT CAN ALSO ASSESS
THE SURFACE FRICTION
OF ASPHALT MIXTURE
SLABS, AS SHOWN IN**

FIGURE 1.

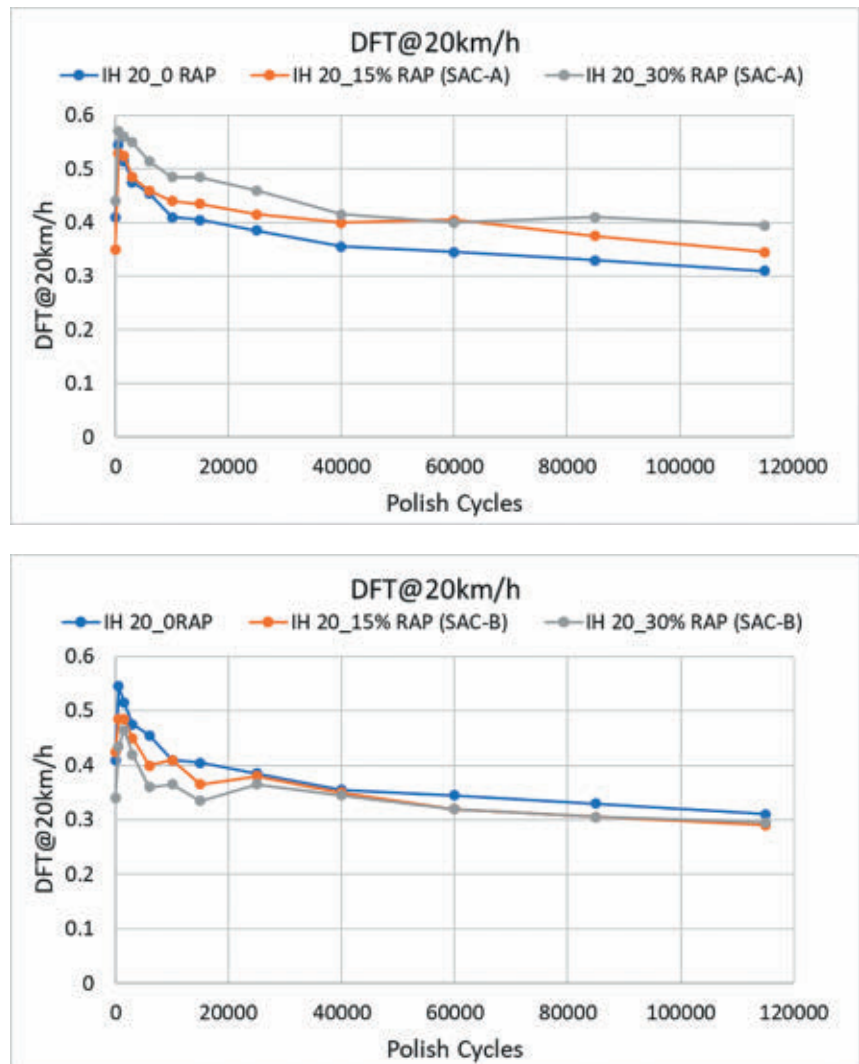


Figure 2. Impact of RAP Aggregate and Amount on Mixture Slab Friction



Figure 3. RAP Milled from IH35

SAC-A RAP, the research team is working with Texas Materials to evaluate their RAP (**Figure 3**) milled from IH-35 in the laboratory. A discussion is ongoing with the Fort Worth District to construct three field test sections incorporating 30% SAC-A RAP. TTI, collaborating with TxDOT Districts and Texas

Materials, will perform various laboratory tests to ensure that the produced mixtures meet cracking, rutting/moisture damage, and skid resistance requirements.

Texas Materials' David Morton said, "Texas Materials is very excited to partner with TTI and TxDOT on this effort to

maximize the SAC-A material sources. This is definitely a game changer because the asphalt industry will have to manage and source RAP differently. This initiative creates value in four ways; Safety, Economical, Environmental, and Sustainable! RAP is just not RAP anymore!" 🌟



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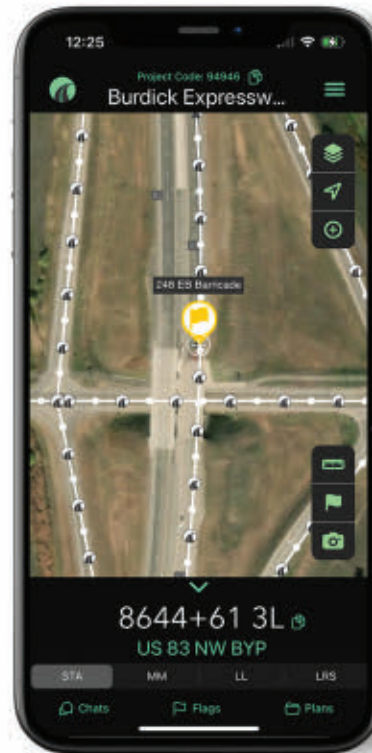


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TARGETING RIDE QUALITY DURING THE CONSTRUCTION PHASE

BY GLEN DVORAK, HUNTER INDUSTRIES, LTD., PRESIDENT - TXAPA

In the spring issue of *Texas Asphalt* magazine, we discussed the importance of design to achieve a specific ride quality target on an overlay project. The design process allows specific tools to be identified and used prior to placing the HMA Surface Course. Tools to assist in achieving a specific ride quality target includes continuous and spot HMA level-up, continuous or spot milling, regular milling, and profile milling. Ride quality tools established in the plans may be similar from project to project. However, their implementation is different.

Let's look at how to implement the ride quality tools.

REVIEW PLANS

- Identify and review the ride quality tools established in the plans. Evaluate each tool and understand the intent of the designer of what field condition the tool is meant for. See if the designer has a layout showing the locations of localized roughness. This will assist in understanding the locations to be addressed.

DEVELOP A FIELD PLAN

- Coordinate a field meeting between the paving superintendent and inspector. Ride the project together and develop a plan of how each ride quality tool will be implemented. This will allow the quantities shown in the plans for each ride quality tool to be compared to the actual quantities being planned. At this point, the actual quantities of the items of work being planned can be used to establish an estimated cost for the project. The inspector will compare this estimated cost to the project's budget and determine if adjustments are necessary.



IMAGES COURTESY OF GLEN DVORAK, HUNTER INDUSTRIES, LTD.



DAILY DEBRIEF TO EVALUATE THE TOOLS

- Construction typically begins either by milling or by addressing localized roughness. After each day of construction, the paving superintendent and inspector should ride the project and evaluate the work being performed. Is the field plan working? Are the ride quality tools being implemented, correct? What adjustments need to be made? A daily debrief should occur during each day of the implementation of the ride quality tools. The frequency of the daily debrief can be changed once continuous HMA paving begins. TXAPA's ALL-HANDS PLAN resource is designed for daily debrief (available at texasasphalt.org). It can be customized to fit your project.

MANAGE THE BUDGET

- After each day of construction, the inspector will determine quantities performed and check to ensure the budget is being maintained. Adjustments are almost a guarantee. Therefore, it is important to start the project and each day off right. Communicate each day so there are no surprises.

ADDITIONAL TAKEAWAYS

- Two additional takeaways that occurred from my experience are the consistency of in-place air voids and project ownership. First, the ride quality tools are addressing the undulations in the pavement prior to continuous HMA paving. This allows the paver to place a uniform depth mat

across the screed during continuous HMA paving. Uniform depth paving along with reduced variable depth compaction equals maximum and consistent in-place air voids. Second, is the project ownership. The Inspectors I worked with had the authority to make adjustments and work within the project's budget. Because the ride quality tools are in the plans, the project has a significant chance of coming in under budget. Allowing the inspector to work and make adjustments with the paving superintendent is key to constructing a quality project with a smooth ride.

This is a general construction process to target a specific IRI value for an overlay project. When you target ride, you target quality. 🌟



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END THE STREAK: A CONVERSATION WITH MICHAEL CHACON, TxDOT

Imagine that every single day since Nov. 7, 2000, at least one person in your state died in a traffic crash. For Texans, this unbroken streak of tragedy is a sad reality and the catalyst for TxDOT's End the Streak and Road to Zero safety campaigns. Traffic Safety Division director, Michael Chacon, sheds light on this distressing statistic at conferences across Texas. He knows the pain firsthand, having lost two cousins in separate crashes on the same day.

Michael Chacon, TxDOT Traffic Safety Division Director and NASCAR driver Ross Chastain promote safety as part of TxDOT's public outreach program #EndTheStreakTexas.

IMAGES COURTESY OF MICHAEL CHACON



"It's very important for people to understand that it impacts not only the deceased person, but their immediate family, extended family, and friends," Chacon emphasized. "When you talk about over 23 years of fatalities since that day, we've lost over 85,000 people due to crashes on our roadways." The

impact on the community is indeed devastating, and surprisingly preventable.

A closer look reveals three major contributors to these tragedies: speed, impaired driving, and lack of seatbelt usage. Chacon underscores the significance of driving to conditions, urging motorists to adjust their speed

accordingly, especially in adverse weather or nighttime conditions. "That's where you see major crashes," he noted.

While alcohol often comes to mind regarding impaired driving, Chacon highlights the role of prescription drugs and even over-the-counter medications. "People don't understand that

23

23 is the number of consecutive years without a death-free day on Texas roadways.

85,000

Over 85,000 people have been lost on Texas roads due to crashes since Nov. 7, 2000.

48%

Approximately 48% of people who have the option to wear a seatbelt but choose not to, die due to not wearing a seatbelt in a crash.

3Es

**TxDOT's
Safety Culture
Approach**

- **Engineering:** Measures include widening narrow roadways, adding rumble strips, installing median barriers, and enhancing intersections.
- **Education:** Efforts include campaigns like Click It or Ticket, anti-drinking and driving initiatives, and outreach activities such as the rollover convincer demonstration at schools.
- **Enforcement:** Working with law enforcement, through grants and other efforts to ticket those breaking the law.

3

**Top Three
Contributing
Factors**

- **Speed:** Identified as the highest contributing factor.
- **Impaired driving:** Alcohol, illicit drugs, and over-the-counter medication.
- **Not wearing a seatbelt:** Contributes to 28% of total fatalities annually

0

**The Road
to Zero**

TxDOT's goal to reach zero traffic fatalities by 2050. Zero is the **ONLY** acceptable number of traffic fatalities.

#EndTheStreakTX

Goal of achieving a death-free day on Texas roads. The streak must end to achieve The Road to Zero!



over-the-counter medication, such as allergy medication, can have an impact and impair your driving,” he explained.

Shockingly, 28% of total fatalities annually in Texas result from people not wearing seatbelts. Chacon reveals a staggering statistic: “when you remove pedestrians, motorcycles and cyclists, 48% of people who have an option to wear a seat belt but don’t, die due to not wearing a seat belt in a crash.”

Chacon believes that changing behavior in these three areas could cut fatalities in half in the state and that we can be part of the solution. Enlisting everyone to join in the mission to End the Streak, he urges mindfulness when driving and encourages you to speak up, “If saving lives is your goal, then it’s up to you to talk to your family and your friends.”

The #EndtheStreakTX campaign aligns with the broader goal of Road to Zero, aiming to eliminate all road fatalities by 2050. Chacon emphasizes the interconnectedness of these initiatives, to break the streak of daily deaths. He is often asked if he believes Road to Zero is realistic and achievable. It’s a question he responds to with a question of his own, “How many roadway fatalities are acceptable for your own family?” He says without exception, the answer is always zero. It is this kind of shift in thinking that these programs are designed to create.

Complementing the public-facing safety messages is TxDOT’s deeply ingrained safety culture. The Department focuses on the “three Es” approach: engineering, education, and enforcement. Engineering measures include widening roadways, installing rumble strips,

and enhancing intersections for better visibility. Educational efforts involve outreach programs, such as the rollover convincer, which vividly demonstrates the importance of seat belt usage.

“We’re not trying to scare the kids, but we’re trying to explain to them. That’s why it’s important to buckle up. Now let us show you what happens,” Chacon said of these educational initiatives.

As Texans continue their journey towards safer roads, Chacon’s message resounds: “End the Streak Texas and Road to Zero go hand in hand. It’s all about changing behavior and fostering a culture of safety on our roadways.” With concerted efforts and community involvement, Texas aims to pave the way toward a future with zero road fatalities. 🔄

FOLLOWING SPECIFICATIONS AND ECONOMICALLY SELECTING MATERIALS FOR A QUALITY PAVEMENT

BY MARK DEAN AND EDDIE UPDIKE

have heard it said that the overall quality of any paving project is largely determined long before the first load of hot-mix leaves the plant. Researchers, planners, and design engineers are responsible for laying the foundation for success. They must give the contractor the tools necessary to build smooth and durable pavement. These “tools” or bid items, such as drainage, patching, milling, base, or base rehab, proper mix selection, and multiple paving lifts are the difference between a Band-Aid, and a long-lasting quality pavement. If the correct tools are made available, the contractor has an *opportunity* to deliver an award-winning project. But, before winning that award, the contractor, along with the asphalt producer, must learn how to maximize resources, stay within budget, and provide a high-end quality product for the traveling public all while navigating TxDOT’s challenging hot-mix specifications.



With a population already exceeding 30 million people, the Lone Star State is one of the fastest growing states in the nation. Texas also boasts the largest road infrastructure in the country. To keep up with this increasing demand on our infrastructure, our hot-mix specifications were forced to evolve. It doesn't seem so long ago that the Hamburg wheel test was introduced as a specification requirement. Since then, we have seen a drastic reduction in rutting across the state. More recently, the introduction of Superpave led to an overall increase in binder contents and subsequently, pre-mature cracking issues are on the decline. Credit TxDOT for working with TXAPA, the AGC, and industry to develop new specifications that address mix quality issues across our great state. However, these specifications will challenge the most experienced producer and mix designer. To be a successful hot-mix producer, it is critical to be very well versed in these specifications and understand the raw materials used in each design. It is also important to explore opportunities such as blending aggregates, using recycled materials, substituting binders, and adding mix additives. Let's discuss some of these options and how they can be utilized economically and responsibly.

TxDOT specifications and general notes oftentimes dictate your material selection. In recent years, it has become more common to see SAC-A aggregates required on plans, particularly in surface mixtures. With this increased usage of SAC-A aggregate, TxDOT hopes to improve skid ratings and provide the safest roadways possible. One way to meet the SAC-A requirement is to produce a 100% SAC-A mix. With SAC-A aggregate being a scarce resource in most of the state, the overall cost of the material is greatly impacted by the transportation cost to move the material from the quarries to the asphalt producer. Supply versus demand also impacts scheduling and cost. Producers therefore may choose to blend to meet SAC-A. Unless otherwise stated in the plans, blending SAC-B aggregates with SAC-A aggregates is allowed in all mix types. The guidelines are clearly stated in each hot-mix specification. In doing so, the producer will be able to minimize the overall demand for SAC-A aggregates, provide some flexibility within their supply chain,

THE USE OF RECYCLED ASPHALT PAVEMENT (RAP) IS AN IMPORTANT STRATEGICAL COMPONENT FOR BOTH TXDOT AND THE PRODUCER. THE MOST IMPACTFUL USE OF RAP IS TO MAKE IT AVAILABLE TO THE PRODUCER, SO THAT IT CAN BE PUT RIGHT BACK INTO TEXAS ROADS.

and provide a high-quality mix at an improved cost point.

Promising new research is also underway to determine if recycled asphalt pavement (RAP) from a milled SAC-A surface can be classified as a SAC-A aggregate. It will take some time to get the results of this interesting research, but those findings could have a long-lasting, positive impact on our industry. Regardless of how producers meet the SAC-A requirement, the ultimate goal is to improve safety and #EndTheStreakTX!

Once the producer determines the aggregate source/sources and subsequent blend, it is important to diligently manage the process of obtaining and stockpiling this aggregate. Material gradations will have a huge impact on density, VMA, and liquid asphalt content. The aggregate supplier's ability to produce a consistent product and maintain a tight standard deviation only enhances the producer's ability to provide a high-quality mix. Communication with the aggregate supplier is of utmost importance. Request real time aggregate quality test data such as gradation and specific gravity from the aggregate supplier prior to each shipment. Be sure to test incoming material regularly in order to develop a good understanding of the potential gradation swings in the stockpiles. Don't hesitate to voice any concerns. It is best to work

those concerns out before supplying mix to the project. This upfront testing directly ties to quality and will reduce the risk of production or placement penalties associated with material fluctuations.

The use of recycled asphalt pavement (RAP) is an important strategical component for both TxDOT and the producer. The most impactful use of RAP is to make it available to the producer, so that it can be put right back into Texas roads. This allows the producer to make a more economical mix. When passed on, these cost savings provide funding for future projects benefiting everyone, but most importantly, the taxpayer. RAP also helps TxDOT conserve precious natural resources, which again, is essential for future projects. For the producer, RAP is not just about economics. RAP is an environmentally friendly product which will help the producer meet environmental product declaration (EPD) goals gaining momentum across the country. RAP is also a mix enhancer. RAP use improves rutting resistance and often helps with compaction. When using RAP, the asphalt producer needs to follow the language in the specification governing fractionating. RAP needs to be tested for asphalt content and gradation throughout the production process to be sure that any changes within the RAP itself are caught and adjustments are implemented.

Another economic strategy that ties directly in with the use of recycled materials is binder substitution. Binder substitution is the use of a PG binder with a high temperature grade one grade lower than specified in the plans. Unless noted otherwise, this process is allowed in dense-graded and Superpave mixtures when using recycled materials. For example, PG 70-22 is an allowable substitute binder for PG 76-22 in all mix layers. Pay close attention to plan notes, and specification notes, when considering the use of a substitute binder. Remember that the quality of the final product is of utmost importance. Depending on the project, it may make better sense to deploy this strategy in only the sub-surface paving layers. When allowed, and utilized correctly, binder substitution is another way the producer can meet specification requirements and quality goals at a lower cost to TxDOT, the contractor, and taxpayers in the Lone Star State.



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One final strategy that should be considered to help meet specifications, improve quality, or lower the overall economic impact of a mix would be the use of an additive. There are many additives out there that are formulated to enhance certain qualities of the mix. Anti-strips are designed to create a stronger bond between the liquid asphalt and aggregate which improves rutting resistance and increases durability. Rejuvenators are chemically formulated to restore the properties of aged binder found in recycled materials thus improving flexibility and lengthening the life of pavements. Warm-mix additives allow the producer to lower production temps while maintaining mix workability during transport and compaction in the field. Oftentimes additives serve more than one purpose. Though additives are an additional up-front cost, they typically provide a cost savings benefit such as lower plant fuel costs, lower virgin binder percentage, or improved rutting or cracking resistance. The asphalt binder, aggregate, and additive chosen need to be tested for compatibility. Additive suppliers are often able to help determine if their product works well with the producer's materials.

This article identifies some potential areas within the TxDOT specification where material selection/combination can improve the quality and cost for the design and production of asphalt. Once a good quality mix has been produced it will then fall on the shoulders of the roadway operations to create a quality pavement. Some areas to explore in greater detail for the roadway operations would be IRI, trucking, laydown operations, speed of construction, and the overall preparation for laying a good quality mix. Look for a future article outlining some of these aspects for impacting the quality and cost for long-lasting pavements. ♻️

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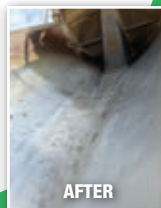
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WOMEN OF ASPHALT TEXAS QUARTERLY UPDATE

Women of Asphalt Texas Branch (WofA Texas) Texas Branch started the year strong with a one-of-a-kind networking event in February which allowed women from across Texas to experience one of the state's most beautiful areas. Also, in February, WofA Texas Chair Jennifer Long, CSA Materials, coordinated with Wright Asphalt and TXAPA to represent the Texas Asphalt Pavement industry at the Whitacre School of Engineering at Texas Tech. In April, Women of Asphalt members Luiza Barros and Juan Garcia, both with Texas Materials Group, Inc. volunteered to lead tours of the HMAAC during the annual Asphalt Road-ee Student Engineering competition at the TXAPA Buda Campus. The WofA Texas Steering Committee is busily planning its next big networking event hosted by Texas Materials and Mustang CAT tentatively slated for October 3, 2024. Next up is the WofA Texas Annual Membership Dinner at the TXAPA Annual Meeting, September 9, 2024. For more details, read on!

DAY TRIPPING IN THE TEXAS HILL COUNTRY

Generously Hosted /Sponsored by Performance Equipment Service - A Surface Cycle Company, and Sponsored by Women of Asphalt Texas Branch 2024 Platinum Partner Anderson Columbia.

The women of the Texas Asphalt industry know that it takes strength and independence coupled with a high degree of collaboration and partnership to make it in a career where there are several times more men than women. The group's focus is all about bridging the gap and bringing our talented industry together, yet its members also recognize the value created when women are encouraged to forge connections and support one another professionally.

In a very large state like Texas, establishing and nurturing connections can be easier said than done. Lucky for the Texas Women

of Asphalt, branch members are coming up with incredible networking opportunities like the Tour of the Texas Hill Country generously planned and hosted by Performance Equipment Service. Sydney Durham from Performance Equipment Service shares her experience, saying, "Not only did this event give me the opportunity to meet other women in the industry organically, but it also gave me the opportunity to truly develop those relationships and bond with women over some amazing experiences." Performance Equipment Service leadership Kendall, Lauren and Sydney Durham reflect on their commitment



L-R The women of Performance Equipment Service are all smiles with Mary Hernandez of Anderson Columbia. L-R Johanna Delgiudice, Sydney Durham, Hernandez, Kendall Durham, and Lauren Durham



to serving the industry and fostering relationships among women. They note, "Hosting this event was a whole lot of work and took weeks of preparation. Pulling together such a diverse and hard-working group of women was truly priceless."

Women of Asphalt Texas Branch 2024 Vice-Chair Luiza Barros from Texas Materials Group,

Inc. emphasizes, "I enjoy every Women of Asphalt event! This one was very special to me, being able connect with our members, spend more time together, and support professional relationships." Angie Hogan from McCourt Equipment echoes this sentiment, stating, "This event was an amazing way to start my first year as a Women of Asphalt Steering

Committee member. I had the opportunity to meet and connect with so many accomplished and experienced professionals."

Jennifer Long, the 2024 Women of Asphalt Texas Branch Chair, acknowledges the efforts of Performance Equipment Service in providing an unforgettable experience, stating, "Performance Equipment gave these ladies a day they will never forget. Every detail, from planning to execution was carefully personalized to give our members a unique and special experience." Elizabeth Leffew from Hayden Paving expresses gratitude for the well-planned event, affirming, "It was great meeting other women in the industry as well as seeing some familiar faces. This event was well thought out and planned. The time and effort that was put into this is very much appreciated!"

TXAPA President Glen Dvorak, joined the gathering during the Branch Meeting and Luncheon, emphasizing the broader industry support for initiatives like Women of Asphalt. Overall, the Tour of the Texas Hill Country exemplified the spirit of unity, collaboration, and empowerment among women in the asphalt industry, leaving attendees inspired and eager for future endeavors.

IMAGES COURTESY OF THE WOMEN OF ASPHALT TEXAS BRANCH

LEADING AND INSPIRING AT TEXAS TECH INDUSTRY WEEK

Sponsored by Women of Asphalt Texas Branch Diamond Partner CSA Materials and Gold Partner Wright Asphalt Products Co.



Jennifer Long with CSA Materials talks with students during Texas Tech's Industry Week Infrastructure Day.



Kody Kohl, George Dozier, and Ann Hamer with Wright Asphalt, counsel a student during a resume review.

Chair Jennifer Long arranged for Women of Asphalt Texas to participate in Texas Tech's inaugural Industry Week hosted by the Edward E. Whitacre Jr. College of Engineering, February 19-23, 2024. Organizers promoted the event as "a unique opportunity for employers to connect with talented students and showcase the incredible work happening on the campus." Spotlighting a different industry each day of the week, Thursday, February 22 focused on civil engineering, transportation, construction, and infrastructure development. Long was not only excited by the idea of returning to her alma mater to give back, but she also viewed it as an opportunity to determine how Women of Asphalt could replicate the experience at universities throughout Texas.



Jennifer Long and members of the Alpha Omega Epsilon STEM sorority pose in front of Cody Campbell Field at Jones AT&T Stadium.



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Kody Kohl (also an alum), George Dozier, and Ann Hamer, all with Wright Asphalt Products Co., accompanied Long to conduct mock interviews, resume critiques, and offer general professional development advice. The volunteers teamed up based on experience and knowledge, sitting down with students for in-depth conversations about transitioning from academia to industry. TXAPA's Emily Adams was stationed strategically to engage interested students and guide them to the enthusiastic volunteers.

The fast paced and successful day concluded with dinner at the Texas Tech Club. Generously sponsored by Wright Asphalt, the dinner hosted graduating seniors from Alpha Omega Epsilon, a professional sorority supporting women in STEM. For those unfamiliar, the Texas Tech Club is "an exclusive club with conference rooms, technology for business, special events and floor-to-ceiling windows where members and their guests can enjoy panoramic views of Jones AT&T Stadium and downtown Lubbock." Located inside the Jones AT&T Football stadium on the east side, it is easily a bucket list item for any Texas Tech student, grad, supporter, and fan. Long provided each young woman present with the chance

to introduce herself, sharing her academic path and career aspirations. Following this, the industry representatives followed suit, emphasizing their enthusiasm for the asphalt industry and its diverse opportunities.

SPOTLIGHT: ANN HAMER - PAVING THE WAY FOR WOMEN IN ENGINEERING

Ann Hamer is a graduate of Texas A&M University and worked as a Lead Scientist and Senior Chemist prior to joining Wright Asphalt Products Co. where she serves as Technical Director. Hamer reinforced the significance of



Ann Hamer with Kody Kohl and George Dozier.

mentorship and representation in engineering, emphasizing the importance of paving the way for future generations of women in the field.

"At the Women of Asphalt dinner, Ann's presence was an inspiration to the young ladies graduating this May and transitioning into the workplace," remarked Jennifer Long, Chair of Women of Asphalt Texas Branch. "She was the perfect role model for those girls, and her career in the Asphalt industry demonstrates hard work, dedication, and perseverance. It was an honor to have her there and get to know her; she was crucial in making this event successful for us."

Reflecting on the impact of Ann's interaction with students, Emily Adams of TXAPA shared, "It was inspiring to see Ann and the students talking STEM. This is a truly difficult education to pursue, and I think being able to see how it translates to the 'real world' in the form of a real person, who also happens to be a wife and a mom, while being a highly capable and sought-after chemist made an impression on these young women. I know it impressed me! Ann added so much to our event. She is the definition of 'low-key'—not all superheroes wear capes (PPE maybe?), and Ann is undoubtedly a superhero in her field!"

WOMEN OF ASPHALT TEXAS BRANCH EMPOWERS HIGH SCHOOL STUDENTS AT THE 2024 CONSTRUCTION CAREER DAY



Angie Hogan visits with Big Tex during the 2024 Construction Career Day.



Diana Dorough (Command Alkon) and Angie Hogan (McCourt Equipment).

Fair Park's Briscoe Carpenter Livestock Center buzzed with energy on April 2, 2024, as local high school students gathered for the

highly anticipated Construction Career Day. Organized by Workforce Solutions Greater Dallas, Texas Department of Transportation,

and AGC of Texas, this event aimed to connect eager young minds with promising career opportunities in infrastructure construction.

Women of Asphalt Texas Branch Members Diana Dorough from Command Alkon and Angie Hogan from McCourt Equipment volunteered to set up and staff a booth at the event. They shared their expertise and enthusiasm with students, providing invaluable insights into the industry along with Women of Asphalt goodies, including sunglasses, lip gloss, pens, and hats. Commenting on the nonstop traffic, Angie Hogan exclaimed, "What a busy but PRODUCTIVE day Diana and I had!" The duo's efforts were truly impactful as they engaged with a steady stream of high schoolers throughout the day. Despite the bustling atmosphere, Diana and Angie skillfully navigated the crowd, offering guidance and encouragement to each student they encountered.

Their booth became a hub of activity as they discussed the diverse array of career paths available within the construction industry. Every student who visited their booth received a Career Path Quiz QR code, empowering them to explore their options further. Additionally, Diana and Angie reached out to teachers, promoting the quiz as a valuable classroom resource, garnering interest from educators eager to integrate it into their curriculum.

The magnitude of the event's success was evident during the morning briefing, where it was revealed that over 1,000 students had registered to attend, a significant increase from the previous year's participation of 200 students. This surge in attendance underscored the growing interest among young people in pursuing careers in infrastructure construction.

Overall, the 2024 Construction Career Day served as a platform for students to learn, engage in hands-on activities, and contemplate the exciting possibilities within the

construction industry. With dedicated professionals like Diana Dorough and Angie Hogan leading the way, the future of infrastructure construction looks brighter than ever.

UPCOMING EVENTS

WOMEN OF ASPHALT MEMBER DINNER AT THE TXAPA ANNUAL MEETING

We are starting a tradition at the TXAPA Annual Meeting with our second annual Branch Member Dinner on Monday September 9 at 6 PM. This year we have added a registration fee for the dinner to support the work of the Texas Branch of Women of Asphalt. We will once again feature a fine dining experience for our branch members and supporters.

Register at texasasphalt.org.



SHOOT YOUR SHOT: GOLF AND GUN RANGE OUTING & NETWORKING EVENT

Women of Asphalt 2024 Diamond Partners Texas Materials Group, Inc. and Event Host Mustang CAT are working on our next networking event at the Sand Hill Farm Golf Club in Waller, TX. The event will feature an introduction to golf and shooting—networking activities that are not only beneficial for the career-oriented, but fun! The event is tentatively scheduled for Oct. 3, 2024, and will feature happy hour and dinner as well. Stay tuned for registration and hotel information. To receive a notice for this and other events, be sure to join Women of Asphalt Texas Branch.

THIRD ANNUAL IDEAS THAT LEAD & INSPIRE AND TXAPA OPEN HOUSE

Once again, TXAPA will host the annual Women of Asphalt Ideas That Lead & Inspire in conjunction with its open house and holiday party. This event features a luncheon and career development content from noon to 4:30 pm. The program's centerpiece is a panel discussion featuring inspiring women of asphalt and focusing on a specific aspect of industry such as heavy equipment operators or field workers. At 4:30 the TXAPA Holiday Party and Open House kicks off with hors d'oeuvres and happy hour. The date for this event has not yet been decided. To receive a notice for this and other events, be sure to join Women of Asphalt Texas Branch. ✨

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Inspector Asphalt Education virtual course meets six times from 8:00-10:30 AM, Tuesdays and Thursdays. Class dates: August 20, 22, 27, 29, Sept 3, 5.

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Inspector Asphalt Education virtual course meets six times from 8:00-10:30 AM, Tuesdays and Thursdays. Class dates: Sept 24, 27, Oct 1, 3, 8, 10.

OCTOBER 9-11, 2024

Texas Municipal League Conference
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