Baltimore PPRA Fall Meeting - It's a Wrap!

Michael Dougherty, Online & Social Media Marketing Manager

More than 180 attendees representing more than 103 different companies or agencies took part in the 2014 Pavement Preservation & Recycling Alliance (PPRA) fall meeting on November 18-19, 2014, at the Hyatt Regency in Baltimore, Maryland.

The PPRA 2014 keynote speaker, Tim Smith, Maryland State Highway Administration, gave an informative and engaging presentation. We would like to thank you all for your attendance; there is nothing more powerful than when the industry comes together to share knowledge, ideas and experience.

The sessions, the social gatherings, the committee meetings and the informal networking were well attended at all times.


We would also like to thank BOMAG, Caterpillar Paving Products, Cutler Repaving Inc., Ergon Asphalt & Emulsions, Inc, and Garrity Asphalt Reclaiming Inc., our Gridiron Reception sponsors, who made the reception at M&T Bank Stadium possible.

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Notes from Headquarters

After 42 years with FHWA, Lee Gallivan is retiring. Lee will be operating as Gallivan Consulting, Inc. - developed to provide assistance to State and Local Governmental Agencies, International Groups, Contractors, Equipment Manufacturers, and other Consultants who are involved in advancing New Technologies, Material Recycling, In-Place Recycling, and Asphalt Pavement Program support. We wish Lee good luck in all his new endeavors and extend sincere “thanks” for his long and faithful service to the pavement industry.

From the Sustainable Pavements Technical Working Group comes the news that FHWA has posted two recently-completed Technical Briefs (“Pavement Sustainability” and “Life Cycle Assessment of Pavements”) which may be viewed/downloaded at http://www.fhwa.dot.gov/pavement/sustainability/techtrans.cfm#brief. For additional information, contact Kurt D. Smith PE at ksmith@appliedpavement.com

The Transportation Research Record: Journal of the Transportation Research Board - Construction 2014 Product Description: TRB’s Transportation Research Record: Journal of the Transportation Research Board, No. 2408 consists of 12 papers that cover performance bonds; alternative technical concepts; indefinite delivery-indefinite quantity contracting; geotechnical requirements in the design-build selection process; visualization technology; and air content stability in the slipform paving process.

This issue also explores the construction of roller-compacted concrete pavement in the Shale Play Area in Fayetteville, Arkansas; sustainable recycled asphalt technologies; the measurement of asphalt concrete temperatures during transport; overlay smoothness; displacement of tall concrete columns during construction; and performance testing of inspectors to improve the quality of nondestructive testing.

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Pavement Preservation & Recycling Alliance
A partnership of leading industry associations to advance sustainable, eco-efficient and innovative pavement applications...

It has been brought to our attention that some of our members are not receiving emails regarding association events and updates due to the e-mails being blocked by spam filters and firewalls. We use an e-mailing client service, Constant Contact, and in Issue 2013 #1 on page 28 we provided a few suggestions as to how to ensure you receive our updates in the future. You can find this issue on our websites under “Current Newsletters” or use these links:

http://www.aema.org/resources/receive-our-emails/
http://www.arra.org/resources/receive-our-emails/
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The Associations do not endorse products, services or manufacturers. Trade or manufacturers’ names appear herein solely within context and because they are considered essential to the object of the article or reference.
Listening to the Membership – Preliminary Results

I was talking with a good friend a few years ago, at the time he was president of another trade association in the road construction industry. He said that he was traveling with the executive director of his association to meet individually with most of the key members of their association. He said it was a substantial time commitment but, the ideas and the feedback from the members was tremendous. That impressed me and I thought that it was a great way to find out what was really important to the membership. I discussed the idea with the AEMA Board and we decided to try something similar with our membership. We have been working on our strategic plan and had come to point that it would be very helpful get some input from our members. Rather than sending just the president and the executive director we decided to send the whole board out in teams of two. We developed a list of questions and selected a cross section of our membership to interview, a mix of large and small companies from our regular members and several representatives from our other membership categories as well. Over the last several months we have been out collecting information. As usual, all good plans remain intact until they meet reality. Not all of the meetings were in person and not all were with both board members, but one way or another we have collected a substantial amount of information from our membership. I want to thank the board for their commitment of time and resources to make this happen. I also want to thank the membership for spending some time with our board and sharing insights into how to make the association better.

We are still in the process of collecting and analyzing the survey results. We will review all of the information at an executive board strategic planning meeting in January and I am planning on sharing the results of the interviews with our general membership at our annual meeting in Paris. I will share preliminary results from some of the interviews. In general we are not particularly interested in individual answers but more looking for trends and where the bulk of the answers tend to gravitate. If there is something specific that we discover in the interview process that needs attention, of course we will respond to that directly. We collected answers on the following five questions.

1. How are we doing as an association in meeting your expectations?

Generally the responses to this question have been favorable with the majority of the respondents satisfied with how the association is doing. The annual meeting was mentioned specifically several times for its education, networking, and coordination with ARRA and ISSA. There were several members that were clearly not happy. We will discuss how to handle these issues in our next board meeting.

2. How can AEMA improve?

The answer to this question seems to vary widely. Currently, there are answers trending around more marketing activities, and marketing materials. Improvements to the website were also suggested. Many members also requested expansion of educational opportunities. Hopefully there will be more elaboration on improvements when all of the results are reviewed.

3. What do you think about sharing information for the purpose of measuring and focusing the association’s efforts?

Fortunately, the majority of the members seem to support this idea. Most expressed concerns that the information would be collected in strict confidence and that the information would be presented in large regional areas that did not expose information in too much granularity. There were a few members that were opposed to sharing information.

4. What do you think about the AEMA strategic plan?

The answers to this question were generally disappointing. Many respondents were not familiar with the strategic plan and didn’t know where to find it. I was hoping for a better response to this but it just goes to show that we need to find more effective ways of communicating. This is fairly common in companies. In the corporate environment, it is reported that a message needs to be repeated 8 to 10 times before it is believed and understood throughout the ranks. The trick is to find creative ways to repeat and reinforce the same information without being too overbearing.

5. What do you think about the format and costs of the annual meeting? How can it be improved?

The answers to this question have not provided the clear direction we were hoping to see. It would seem that a majority of the responses like the format and locations for the annual meeting. Most agreed that meeting with ARRA and ISSA was very efficient and productive. The education content seemed to meet the mark. There was a contingent of members that thought that the meeting was too long and too expensive. Some member commented that they wanted more educational opportunities and less social activities. Scaling back the Thursday night party was mentioned several times. The solution to this question will be difficult to make
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Greetings from the Windy City, where the Chicago Blackhawks are in first place and the Chicago Bears have officially been put up for adoption.

I trust this finds everyone winding down from what I hope was a safe and prosperous season. As an asphalt producer here in the Midwest we were able to see our tonnage figures climb a bit and our recycling grow about 10%.

I certainly don’t mention these items as brag, but rather to share with you what I think are continued buds on our economic tree. The death grip that the economy was under from several seasons ago (5 or 6) seems to continue to loosen its hold. Most economists would tell you that a slower steadier rebound is healthier than a knee jerk or spike, so this is certainly behaving from a textbook standpoint the way one would want.

Interest rates remain low, inflation is in check and a solid dollar are all items we want to see that will continue to stimulate this economic engine. A fabulous time for all on the contracting and service side of our market to get yourself poised for some steady growth of your own.

Our upcoming annual meeting in Paris this coming February has a strong registration book so far, and more continue to drizzle in. This speaks well, I think, for peoples’ disposition about the economy and should be viewed as yet another positive aspect. There is still certainly time for you drag steps to get on the bus by the way, hope to see you there.

I’m just returning from our semi-annual meeting in Baltimore (PPRA 2014 Fall Meeting), which appears to have been a great success. Certainly a big thanks to all who attended and of course to all our sponsors who make it possible. It was decided by all (ARRA, AEMA, ISSA) that our next Semi-Annual Meeting (PPRA 2015 Fall Meeting) will be in Niagara Falls, where we have had some fabulous meetings in the past.

That’s a wrap-up on the business end of things from the President’s desk, short and sweet. It wouldn’t, however, be a quarterly letter from me without the mention of one-day regional seminars. You all really need to step up to the plate and try one or two of these if you have not done so already. The value/payback for the industry and growing your business is priceless, but don’t take my word for it. As well, I’m happy to help in any way I can.

Couple of side notes, at least one of which is noteworthy. Diana Long, with Krissoff & Associates, will be retiring at the end of this calendar year. Diana, who has been a close personal friend of mine and who I think the world of, will be sailing off to see the countryside in her new motorhome. I can’t believe anyone would have stayed with Krissoff for 25 years, and for that alone she has a special place somewhere. Enjoy your travels Diana. Thanks for all you’ve done, and you’re certainly welcome here in Chicago.

The other side note, certainly less noteworthy, is that this will be my last newsletter. Our Paris meeting is where we have the changing of the guard and I step down as ARRA President. Some extenuating circumstances last go around had me take the helm for this, my third term. I was honored but it has now come to a close. My father always told me to do something nice for someone every day and leave things better than when you found them. I’ll let you be the judge, but I would certainly like to step down thinking that some of those things happened. None of my service would have been possible without the support of the Gallaghers; my thanks to them for allowing me to participate.

The very good news is, the situation that this creates (as if me stepping down isn’t good enough already) the new President will be Ryan Essex (The Miller Group) and as VP, John Irvine (Roadtec). These two gents, both of whom I consider to be very good friends, are good advocates of the industry, good managers and all round good guys. So needless to say, I feel great about the management team that is taking over, as should you.

Hope to see you all in Paris, have a safe and happy holiday.

Best Regards

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Comment allez-vous ? avez-vous fait vos bagages pour Paris?

The first Pavement Preservation & Recycling Summit in Paris is a very good opportunity to share and exchange. For sure, attendees will enjoy the top quality of the speakers and presentations, the exhibition and the chance to exchange with more than 500 people who are already planning to attend. All around the world, it is crucial to go back to the best practices. There is no place for “amateurs” practices in our industry, and we have the responsibility to impart knowledge and enforce basic rules for the products we develop and promote. Here in Europe the economical context is rough, and efficient preservation techniques are more than ever needed. And we have to look at that as an opportunity for our industry to develop itself; respect of best practices and active innovation are crucial.

The 2015 PPRS is in good shape, website and details have been active for several months, it is the PLACE TO BE in February 2015. Visit www.pprsparis2015.com for registration, and I suggest you to visit some spots in Paris:

- Eiffel Tower, of course, and walk on Champs de Mars
- A cruise on La Seine
- Montmartre for people who have artist feelings
- Beaubourg
- Denfert Rochereau (Paris underground)
- Père Lachaise
- Invalides

The PPRA 2014 Fall Meeting was held in Baltimore last month and was a good success. It was nice for the AEMA, ARRA, and ISSA to meet together again, and we decided to continue having a semi-annual meeting together next year. We had also a good Board meeting. Thank you to those who attended. It was positive and constructive. Many items have been carried out and Rex Eberly led a very good meeting on where ISSA should go in the next months (certification is a path today). We reviewed:

- 2014 projected and 2015 proposed budget.
- Technical items and especially Technical Bulletin reviews
- Technical Marketing and Web-Based Training: a kick-off meeting is scheduled this summer at NCPP
- Social and Online Marketing Direction

I have a special thanks to Rex Eberly for ISSA as chairman of the PPRA that was held in Baltimore November 17-19, 2014; Hyatt Regency welcomed about 200 people from the industry and from the agencies, and ISSA participated for the second time. This was again a very good opportunity to share and exchange. And also to set up committee meetings and to progress in all the topics that have been identified. For sure attendees will enjoy again the top quality of the speakers and presentations. We decided to go further for a 3rd PPRA meeting in 2015 in Niagara Falls.

….. a special thanks to Diana on behalf of all ISSA members for her commitment and good spirit, we will miss her.

I have here a message for AEMA’s and ARRA’s presidents: I am proud of being part of PPRA and having been a part of the members who voted the creation of PPRA interactions among our 3 associations. It is a great success. Once again, don’t hesitate to ask any member of the Board or myself if you have any concern, question or request.

Kind regards,
Merry Christmas and Happy New Year,
Christine Deneuvillers
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ARRA Technical Director Steve Cross notified headquarters at press time that there are two brand NEW Guidelines available as FREE downloads on the “Members Only” section of the ARRA Website. Look for Recommended Construction Guidelines for Cold In-Place Recycling (CIR) Using Bituminous Recycling Agents CR101 and Recommended Quality Control Sampling and Testing Guidelines for Cold Recycling Using Bituminous Recycling Agents CR301

A note from Diana: As of January 1, 2015, I will officially be retired. Future editions of the newsletter will be in the capable hands of Mike Dougherty. You may contact Mike at (dougherty@krissoff.org). It is my sincere hope that both Michael and Program Assistant Meredith Kennedy (kennedy@krissoff.org) will have as many good memories of the individuals associated with our groups as I have collected since coming to work for Mike Krissoff in 1990. It has been a great time and I hope to see some of you again down the road.

In the Trade Press:

October 2014 – Better Roads
Road Science by Tom Kuennen, Contributing Editor
ADA Angst, New Interpretation of ADA Requirements gives agencies opportunity to reassess the Compliance to Accessibility Law www.BetterRoads.com

September 2014 - Asphalt Contractor
By Lisa Cleaver, Editor
West Virginia Completes First Cold In-Place Recycled Roadway With less funding and more deteriorating Roads, this state puts a new pavement preservation method into its toolbox and taps E.J. Breneman for the job www.ForConstructionPros.com/Asphalt

September 2014 – World Highways

Italian Recycling Job - The latest equipment from Wirtgen has been used to recycle a stretch of Italy’s busy A-4 Autostrada, one of the country’s most important highways. The Wirtgen machine was the first WR 250 recycler/reclaimer to be delivered to Italy and was put to work on the A4 Turin-Trieste highway where it proved highly productive.

Thank you to our M&T Bank Stadium Gridiron Reception Sponsors - the 2 RavensVision video screens, located in each end zone, generate 16 million colors and at peak output consume up to 80,000 watts of electricity.
At the Pavement Preservation & Recycling Alliance Fall meeting in Baltimore, Maryland, I gave a talk about the ROI of social media called, “Stretch Your Budget with Social Media.” To my surprise, the talk sparked the most questions asked after a presentation of the entire conference.

We even got to experience firsthand how quickly social media can convert when Chuck Ingram of Slurry Pavers shared that, during my Q&A, an associate of his, who he had been trying to get to attend a meeting, saw the photos from the PPRA Fall Meeting on the ISSA Facebook page and said he may consider attending as a result of them.

Taking that photo and posting it took up maybe ten minutes of my time.

The return on investment of that post? Possibly $400 to $700 depending on which event this individual attends.

Not a bad ROI.

It’s no secret the digital world is becoming more and more a part of everyday life for consumers and businesses. That does not mean that traditional media should be abandoned. It does mean that new tactics and strategies should be considered for extending brand awareness.

Let’s not kid ourselves. Traditional media like billboards, direct mail, print, radio, or TV ads are not cheap and they’re not getting any less expensive. In addition, the ability to track the success of these long standing marketing channels is, at best, limited.

Print Media Outlets Respond

Print media outlets report their circulation, but you can’t guarantee that John Q. Business is going to notice your half a page ad 50 pages deep. Even if John drops the periodical and it happens to land open on your ad, there’s no guarantee he’ll even acknowledge it.

Unless you’ve used a domain name, landing page or phone number exclusive to that ad, it’s almost impossible measure its effectiveness.

With digital media, it’s easy to evaluate the value of a click. Because the costs of social media are significantly lower than print media, a post has the potential to generate significantly more ROI. The tiny amount of effort required to post a picture on Facebook during the meeting (while it’s happening) supported Chuck’s sales effort by underscoring the value of the meeting. That is a greater advertisement for the meeting than a single print ad or thirty second radio spot could ever convey. And it’s scalable.

Major publications like The New York Times are repositioning themselves to address changes in the way people consume information. The Times innovation report from March 24, 2014 stated, “...with the endless upheaval in technology, reader habits and the entire business model, The Times needs to pursue smart new strategies for growing our audience. The urgency is only growing because digital media is getting more crowded, better funded and far more innovative.”

Continued on page 12
They went on to declare that they are working on a strategy to make their newsroom a truly digital-first organization: “Some of our traditional competitors have aggressively reorganized around a digital-first rather than a print-first schedule. The health and profitability of our print paper means we don’t yet need to follow them down this path. But it is essential to begin the work of questioning our print-centric traditions, conducting a comprehensive assessment of our digital needs, and imagining the newsroom of the future. This means reassessing everything from our roster of talent to our organizational structure to what we do and how we do it.”

As recently as December 3rd, 2014, Michael Roth, CEO of Interpublic Group (one of the big four global advertising holding companies), said on MSNBC’s Squawk Box, “Clearly the shift to digital is a sea change. Our view is that we have to navigate through a fragmented media environment and that’s what we get paid to do. So we’re living in a data diversified media environment and we have to use that data and analytics and help our clients put money to work where it’s most effective. We’re predicting that, in two years, digital will outpace TV in advertising spend. And that’s a major shift, but it’s all part of navigating how you reach the consumer. And if the consumers are spending all their time on digital then that’s where we have to spend our money. Do ads work on digital? Yes. In fact what’s interesting about digital is because of the analytics and data that’s associated with that we can target market individuals very specifically in terms of the markets that we’re looking for. And that’s a big advantage.”


The Breakdown
So let’s break it down.

Traditional Marketing
• Expensive
• Often focuses on local or broad audience and allows little room for marketing segmentation
• Difficult to measure results
• Has a low ROI compared to digital
• Static and doesn’t interact with the audience

Digital Marketing
• Cost effective
• Enables targeted messaging
• Measurable and scalable
• Utilizes the now ubiquitous mobile and smartphone platforms
• Capable of giving viral value

So, without telling you to abandon what you’re already doing, here are the 10 tips I gave on how to stretch your marketing budget with social/digital media.

1. Do a content audit of your existing content to aggregate and catalog your company’s marketing assets.

   It’s likely you have content that may need to be updated to reflect where you, or your company, currently are. Often, when print pieces are created, they sit on a shelf, or in a box, waiting to be distributed to your customers. Times change and these pieces are costly to update. They become stale and forgotten. Ultimately, outdated print materials are a resource drain, because the money you spent on printing is lost forever.

   Digital content, on the other hand, can be instantaneously updated. Your website, with a nerd like me, can be updated in minutes. Social media can be used to update clients, customers, and prospects. I even mentioned in my last article that the local DOTs are using Twitter to update commuters on roadwork and road closures.

2. Review your website’s content to determine whether it provides value to your prospects AND is optimized for search/sharing.

   Just like your print collateral, your website’s content can go stale. It’s time to review that site and see if it reflects your current offer as well as recent projects and awards.
3. Offer easy-to-understand product/service related content. It should sound like a human being and not require a PhD to understand it.

Make the content you share easy to digest without dumbing it down too much. People who are new to or unfamiliar with your industry struggle with the lingo and technical aspects. Help them understand and this industry will grow.

4. Get your sales team involved in your marketing efforts! Find out what your prospects and customers GENUINELY want from you.

Your sales people are in the trenches every day, selling, promoting, and pushing your product or service. These valuable people within your company are talking with your prospects and customers and are in the best position to evaluate what they really want.

5. Use the web as a customer service tool to reduce inquiries for common questions.

I mentioned in my last article that the local DOTs are already in this space. Your customers or user agencies may not be the person you need to provide customer service to, but John Q. Business tweeting about his frustration at the road work being done will be impressed if he hears from you that you’re using recycled material to repair the road and you estimate the job will be completed in a specific number of days.

6. Transform all your marketing materials from your content audit into bite sized content that can be shared across multiple platforms.

Twitter only gives you 140 characters. Facebook’s most successful posts contain photos or videos. Instagram is all about a photo. YouTube videos that are roughly 5 minutes long have the best success. How can you repackage your content into bite sized portions?

7. Empower your PR department to leverage these tools in creative ways to achieve their objectives.

PRSA created a crowdsourcing campaign and public vote called “Public Relations Defined” that produced the following definition:

“Public relations is a strategic communication process that builds mutually beneficial relationships between organizations and their publics.”

Social media allows you to engage and build beneficial relationships with your customers and other stakeholders. These tools allow you to do this faster than ever before. Your PR team can now directly target and interact with journalists, government officials, prospective clients, and past customers. Instead of spamming out an email blast, these relationships can create a deeper awareness of your firm.

8. Get senior management into the act by making them a key figure that audiences can identify with and learn from.

Senior management does not need to learn how to use these tools. Instead, position your top people as celebrities. Your senior management can “write” or ghost write articles, speak in videos, and be present in your marketing without having to know that SnapChat growing social app of 2014 or even how to use it. They just have to trust, and allow, the person with the knowledge and experience of the tools are going to represent the company in the best light. They also need to not micromanage tools they do not yet understand by applying old “this works on MySpace” type logic to it.

9. Find your company’s “nerd” to lend a hand.

You may have someone at your office who is like me…a nerd. That person that loves technology and innovation. Or you may have a person you’ve written up for being on Facebook or their phone too often. These people are already tapped into the space you should be moving into. Rather than penalizing them, leverage them at minimal cost to extend your brand. They will be excited you are taking an interest and can become a valuable resource for almost no upfront cost.

10. Encourage customers to contribute to your marketing efforts.

Back in the day, we asked for testimonials that we could put in our print pieces or advertisements. Today, your customer can go straight to Twitter, Facebook, YouTube, Instagram, and a variety of other places and do that job for you. Perhaps the customer doesn’t mention you directly, but they post about the amazing work that was done on a particular job. You can then tout that job and use this mention as your modern-day testimonial.

Remember, you already have most of the tools you need to enter the digital age…and there’s very little cost to jump into this space. If your company already has a computer or mobile phones that are connected to the internet, you implement all of these tips at little to no cost.
The wait is nearly over!
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PART 1: INTRODUCTION, RECYCLING AND RECLAIMING METHODS
PART 2: COLD PLANING (CP)
PART 3: HOT IN-PLACE RECYCLING (HIR)
PART 4: COLD RECYCLING (CR)
PART 5: FULL DEPTH RECLAMATION (FDR)
17 CHAPTERS/OVER 300 PAGES OF INFORMATION!

ACKNOWLEDGMENTS
The first edition of the Basic Asphalt Recycling Manual, or BARM as it is better known, was published in 2001 and has served the industry well as the source for information on in-place and cold central plant recycling. There have been numerous improvements and innovations in equipment, materials and methods over the last decade resulting in a need to revise and update the BARM. As a result of these numerous advances, this second edition of the BARM is more than just minor edits and revisions; it represents a complete rewrite of the original document.

Numerous individuals were involved in the development of the second edition of the BARM. The following individuals were involved in the initial review and editing of the BARM:

- Patrick Faster (Gallagher Asphalt Corporation)
- Todd Thomas (Colas Solutions, Inc.)
- Trevor Moore (Miller Paving Limited)
- Don Matthews (Pavement Recycling Systems Inc.)
- Tom Chastain (Wirtgen America)
- Victor (Lee) Gallivan (FHWA)
- Stephen Cross (Oklahoma State University)
- Terry Humphrey (Caterpillar Paving Products)
- Dragos Andre (Cal Poly Pomona)
- Blair Barnhart (The Barnhart Group)
- Jenelle Strawbridge (Caterpillar Paving Products)
- Kimbel Stokes (The Miller Group, Inc.)
- Jason Wielinski (Heritage Research Group)

Countless hours over a period of 18 months were spent in addition to their normal work load to ensure the highest quality reference manual was produced. Special thanks go to them and their employers in completing this monumental task. After the initial rewrite, the following committee of four individuals reviewed and edited the entire document.

We hope you find this document a useful tool in developing long lasting sustainable roadways in our transportation systems,

- Stephen A Cross, PhD, PE Technical Director, ARRA Laboratory
- Don Matthews, PE Manager, Pavement Recycling Systems, Inc.
- Todd Thomas, PE Manager, Colas Solutions, Inc.
- Victor (Lee) Gallivan, PE Asphalt Pavement Engineer, FHWA

Pre-publication order forms were sent to ARRA members in December.
Update of ARRA Technical Director’s Activities

Stephen A. Cross, ARRA Technical Director

We had another successful FHWA/ARRA In-Place Recycling Conference in Denver, Colorado back in August. We had over 175 registered attendees and 16 different states sent representatives. We had our usual presentations from the invited states, presentations on all phases of in-place recycling and demonstrations of the repaving process of hot in-place recycling and cold central plant recycling. We added two new sessions to this year’s conference, one on international activities and the second a breakout session titled Revitalizing In-Place Recycling Technologies: Gaps, Barriers and a Path Forward. The Texas Transportation Institute at Texas A&M University partnered with us to sponsor the breakout session. Many thanks to the Colorado DOT, who acted as our local host, the Colorado Asphalt Pavement Association, the Asphalt Institute and our usual cast of ARRA contractor, supplier and affiliate members, and the National Center for Pavement Preservation (NCPP). You can access all the presentations from the conference on the NCPP web site at https://www.pavementpreservation.org/conferences/regional-in-place-recycling-conferences/2014-place-recycling-conference/. The NCPP also has an excellent library of technical presentations on in-place recycling. These can be accessed from their web page by going to the Library tab and then clicking the link on In-Place Recycling.

ARRA will have its annual meeting this year in Paris February 22-25, 2015 at the 2015 Pavement Preservation and Recycling (World) Summit. The Pavement Preservation & Recycling Alliance (AEMA, ARRA, ISSA), the International Bitumen Emulsion Federation (IBEF) and the Foundation for Pavement Preservation (FP2) joined their efforts and means for gathering stakeholders and experts in a forum aiming at disseminating the best practices worldwide and promoting their specific knowledge. ARRA will have a session at the meeting with speakers discussing an innovative chemical that enhances the final product of cold recycled mixtures; another presentation is on the very large scale work with high traffic using cold central plant recycling in China (100 km projects); and another presentation is on new pavement design methodologies for cold in-place and full depth reclamation with foamed asphalt and emulsified asphalt. Look for a summary of these presentations as well as a summary of the in-place recycling projects for this year’s Transportation Research Board meeting in the next newsletter.

The 2015 World of Asphalt Show & Conference will be in Baltimore, MD March 17-19, 2015. ARRA will have a total of four presentations in two sessions of the education program. Sessions will cover hot in-place recycling, cold recycling, full depth reclamation and information on the new BARM and ARRA’s Guideline Series.

The PPRA meeting in Baltimore in November was another success with good progress made on a number of ARRA’s initiatives during the CORE Committee working sessions. Work is moving forward on the development of a sustainability calculator for in-place recycling. Dr. Phil Lewis at Oklahoma State University has a research and education contract through our local transportation center to develop a basic sustainability calculator. FHWA is moving forward on their project titled In-Place Recycle Paving Methods: Energy Use Analysis. With the successful completion of these projects, the data should be available to develop a very comprehensive sustainability calculator in the future.

The new BARM is at the publisher and is undergoing final review. Plans are to send it to the printer in January. Look for an e-mail soon to make your pre-publication orders. After that, copies will be available on the ARRA web page.

On the training front, we are assisting the Transportation Curriculum Coordination Council in the development of web based training courses for hot in-place recycling and full depth reclamation. Anticipated completion of the hot in-place recycling course is late spring or early summer with the full depth reclamation course following by the end of the year. These course will join the cold in-place recycling course that can be found at http://www.nhi.fhwa.dot.gov/training/course_search.aspx?tab=0&key=cold&typ=3&sf=0&course_no=134114.
Pavement Preservation technologies promoted by the International Slurry Surfacing Association (ISSA) are used internationally and throughout the United States. The preservation of an established infrastructure is vital to keeping taxpayer costs to a minimum and preserving our natural resources while keeping roads in good condition. The AASHTO Materials Reference Laboratory (AMRL) is excited to be welcomed into the community of pavement preservation technologists. We have been working closely with ISSA to gain a greater understanding of the testing procedures and materials. We have common missions and goals that have made this relationship mutually beneficial.

AMRL is making headway, learning about laboratory testing procedures and equipment, and offering practical suggestions for improvements to them from an auditor’s perspective. With training and program development underway, we are on track to offer assessment services for pavement preservation laboratory tests in 2015. We are also working on establishing a proficiency testing program for the available standards, which is slated for development in late 2015, with further development of the program into 2016 and 2017. AMRL is looking forward to expanding into the world of pavement preservation, and as always, putting quality to the test.

For now, please direct questions to ISSA Technical Director Bob Jerman at Director, Technical Service, MWV Asphalt Innovations robert.jerman@mwv.com

Casey Soneira, Quality Analyst, AASHTO Materials Reference Laboratory (AMRL)
E-mail: csoneira@amrl.net
Using a rotary mixer just makes more sense. The RM500 grinds up existing pavement and mixes it in place with base materials and any other specified remedial agents.

Costs are saved on pavement removal and/or replacement, plus any existing problems in the base are remedied.

The result is a better road built at a fraction of the time and cost of total reconstruction, with less cost for future maintenance and longer life than an overlay.

The RM500 is the greener, cost effective alternative for road rehabilitation. Check out the RM500 at your local Cat dealer today.

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SAVE COST.
SAVE TIME.
SAVE THE PLANET.
FP2 Inc. Update
Jim Moulthrop, Executive Director

Now that the 2014 Mid-Term election is over and the Senate will be restructuring in January, 2015, perhaps both Houses of Congress can move ahead with the development of a long term, adequately funded, transportation re-authorization bill. Representative Shuster (R-PA) will continue to Chair the House Transportation and Infrastructure Committee and Senator Boxer (D-CA) will be replaced by Senator Inhoff (R-OH) as the Chair of the Senate Environment and Public Works Committee.

FP2 Inc. will continue our efforts on Capitol Hill to assure that the preservation language in MAP-21 is not impeded.

As a follow-up to the last newsletter, NCAT and MN Road have agreed to work together in a collaborative effort and conduct pavement preservation research on both flexible and rigid pavement systems. They are currently working on the details on which preservation treatments will be studied at both facilities. The next research cycle at NCAT will begin in 2015 and the MN Road work will begin in 2016. The information to be gained from this “national” study will be invaluable to the preservation industry by documenting the performance characteristics of various treatments.

An exciting program for PPRS Paris 2015 has been developed and the number of exhibitors and attendees is looking very good at this time. Visit the Summit website at www.pprsparis2015.com to view the program and all the activities associated with the meeting. We hope to see you there.

If you are attending the annual Transportation Research Board meeting in Washington, DC in January, 2015, come visit our booth # 1715 in the exhibit hall and say hello and plan to attend our hospitality suite located on the mezzanine level of the Washington Marriott Marquis hotel.

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2015 TRB 94th Annual Meeting

TRB’s 94th Annual Meeting, January 11-15, 2015, is moving to a new venue. Visit www.trb.org and click on A follow the links for the 2015 TRB 94th Annual Meeting to find resource pages which cover transportation and local information, hotel maps, recorded webinars, and tips on navigating the meeting onsite.

All technical sessions and workshops (except the Human Factors workshops) will take place at the Walter E. Washington Convention Center. The committee meetings and Human Factors workshops will be held at the Marriott Marquis.

Many committee meetings, sessions, and workshops will take place in “neighborhoods” located within the meeting venues. These neighborhoods allow for events on similar topic areas to be located in close proximity to each other. Locations of the neighborhoods are indicated in the floor plans that appear in the printed Final Program.

The TRB 94th Annual Meeting covers all transportation modes, with more than 5,000 presentations in more than 750 sessions addressing topics of interest to all attendees—policy makers, administrators, practitioners, researchers, and representatives of government, industry, and academic institutions. The Annual Meeting, which draws attendees from throughout the United States and from 70 countries, is the single largest gathering of transportation practitioners and researchers in the world.

With the move to the Walter E. Washington Convention Center, meeting attendees will be able to take advantage of new amenities such as free wireless Internet, expanded space for exhibits, and the convenience of all sessions taking place under one roof. This year’s theme is Corridors to the Future: Transportation and Technology.

Two in One: The WR 240i from Wirtgen makes a convincing impression when it comes to soil stabilization and cold recycling. In addition to perfect ergonomics and operation, clever automatic functions and outstanding terrain accessibility, the efficient engine and powerful milling and mixing performance ensure optimal results. You too can benefit from the technology leader’s solutions.
AEMA, ARRA, and ISSA Members can download all presentations from the meeting by visiting the Papers and Presentations under the Members Only section of each association’s website. These papers only being provided to attendees, speakers of the event, and association members.

2014 PPRA Fall Meeting Papers include the following:
From Tuesday November 18, 2014

**Keynote Address**
Tim Smith, Maryland State Highway Administration

**Working Together for Success**
Larry Galehouse, National Center for Pavement Preservation

**Micro Milling Program in Georgia – The Economics**
Sheila Hines, Georgia Department of Transportation

**NCAT Test Track**
Buzz Powell, National Center for Asphalt Technology

**Asset Management -This is how we do Business**
Stephen Gaj, Federal Highway Administration

**Selling Preservation – Some Different Approaches to Helping Stakeholders Understand the Value**
Dan Patenaude, Sealcoating Inc.

**Facing Funding and Weather Challenges**
Tanveer Chowdhury, PE, Virginia Department of Transportation

**Effects of Mix Additives on Slurry & Micro Surfacing Durability Via Wet-Track Abrasion Testing**
Andrew Bickford, MWV

**MSCR Testing on Emulsion Residue**
Greg Harder, Asphalt Institute

**Pavement Preservation & Recycling Summit 2015**
Jean Claude Roffe, Colas, SA

**Silica Dust Milling Machine Update**
Howard Marks, National Asphalt Pavement Association

**Update from FHWA Emulsion Task Force**
Larry Galehouse, National Center for Pavement Preservation

**Wednesday November 18, 2014**

**Recycling**
Bruce Wehr, Asphalt Materials, Inc.

**New Emulsion-Based Seal Coat Technology**
Brian Majeska, InVia Pavement Technologies

**DelDOT’s Micro Surfacing Program**
Jim Pappas, Delaware Department of Transportation

**The Double/Double Saves Money in Utah**
Darren Coughlin, Coughlin Company

**The Benefits of Proactive Ultra-Thin Pavement Preservation Put Some Money in Your Pocket**
John DeMartino, E.J. Breneman, Inc.

**Experience with FDR on Lower Volume County Highways in Wisconsin – Lab & Field Observations**
Dan Swiertz, Bitumix Solutions, Div. of H.G. Meigs, LLC

**Colorado Uses HIR to be Green & Live within Their Budget**
Pat Kennedy, City of Denver, Colorado

**CIR in the Northeast – Stretching Your Agency Budget**
Mike Polak, E.J. Breneman, Inc.

**Economics of Recycling**
Mike Marshall, Wirtgen America, Inc.

**Saving Money in South Carolina with FDR Program**
Stan Bland, Portland Cement Association

**Effective Use of Flyash in Western USA**
Bill Prigge, Midwest Standards Engineering & Testing, Inc.

**Project Story**
Pierre Peltier, Strawser, Inc.

**Update on BARM2**
Steve Cross, Asphalt Recycling & Reclaiming Association

**Stretch Your Budget with Social Media**
Mike Dougherty, AEMA-ARRA-ISSA-PPRA

We look forward to seeing you in a few months when we meet at the Pavement Preservation & Recycling World Summit in Paris, France on Feb 22 - 25, 2015.
Dan Patenaude - Sealcoating, Inc., giving his presentation

ARRA Technical Director Steve Cross


Chuck Ingram - Slurry Pavers, Brian Majeska - InVia Pavement Technologies LLC

Daniel Swiertz - Bitumix Solutions

Scott Metcalf - Ergon Asphalt & Emulsions Inc. and Brian Diefenderfer - Virginia Department of Transportation
Inside the Baltimore Ravens Locker Room

Scott Bergkamp - Bergkamp Inc., first out of the tunnel onto Raven's field. Go Scott!

Center field at M&T Bank Stadium

Doug Meyers - Blount Construction Company and Dennis Munks - The Sollami Company

Ryan Essex - Miller Paving Limited

Get your “Game Face” on. David Cannon - Road Recycling Council, Claire Cannon - JADCO Manufacturing Inc. and Dave Cannon - Mt. Carmel Stabilization Group
Micro Surfacing on German Concrete Autobahn A5 - A Job Story

Rainer Wiegmann, Consulting Engineer (for Schaefer-technic)

Introduction
The political development of Europe in the past 20 years and the central location of Germany in Europe have resulted in a significant increase in transit traffic through Germany. As a consequence our road network – in particular, most of our highways - are exposed to increasing volumes of national and international freight traffic.

Due to the above innovative solutions in road construction and maintenance are required to cope with these excessive loads and to also cope with forecasted volumes in the future. One innovative solution that has been successfully trialed is the application of Micro Surfacing on a section of concrete highway. This work was carried out by German Micro Surfacing contractor Messrs. Possehl Spezialbau GmbH from Sprendlingen / Rhh. The background for this project was based on the following:

Experience has shown that the life time of a concrete lane approximately is 30 years. Early repair or even replacement of a concrete roadway in conventional manner would extremely be costly. For this reason preventive measures are increasingly preferred in order to extend the lifetime of the road.

Thanks to the application of “Micro Surfacing” on a concrete road surface the merits of these two different materials - concrete and asphalt - can be ideally linked:

Advantages of this “Dual Maintenance System Micro on Concrete”:

• High installation performance due to the relatively fast application using modern Micro Surfacing machinery
• Small, short traffic restrictions during the Micro Surfacing application.
• Traffic release on the freshly laid surface is about 20 min. after laying
• Thanks to the high deformation resistance of the concrete substructure the compressibility or deformation of the Micro Surfacing layer is greatly minimized.
• Reduction of road noise due to the relatively open structure of the Micro Surface.
• Low temperature protection of the concrete surface thanks to the insulation created by the Micro Surfacing layer.
• Micro Surfacing seals the concrete surface, eliminating surface water penetrating into the concrete structure which reduces the chances of chemical reactions within the structure.
• Improves surface texture
• Increases the lifetime of the overall structure

This is an extremely effective and highly efficient process resulting in several major benefits to the Road authorities and the users of the highways.

The application process
Site location: right lane of the German Autobahn A5 from Basel in direction of Frankfurt between kilometer markers 601 - 591, close to Karlsruhe.

Reason of maintenance: lack in surface texture and grip

In order to achieve a satisfactory bond between the concrete surface and the Micro Surfacing, the surface must be dust free. For this reason a high pressure water cleaner with water recovery system was used with a working pressure of 150 bar to clean the surface.

As soon as the surface has been cleaned and any excess water removed, the application process of Micro Surfacing began. To improve the adhesion between the new Micro Surfacing layer and the existing concrete surface a Tack Coat of Ralumac C65 DSK BP1 bitumen emulsion was applied at about 220 g / m². This Tack Coat spraybar was incorporated into the Micro Surfacing machine.

This special method of Micro Surfacing with integrated tack-coating requires the latest machinery technology. The spray bar for tack-coating is located below the operators control platform, directly behind the rear axle of the machine and in front of the spreader box.

The manufacturer of the equipment used is Messrs. Schäfer-technic GmbH, Fellbach / Stuttgart.

This arrangement ensures that between the pre-spraying and Micro Surfacing the Tack Coated surface is undamaged and free of dirt or tire marks no dirt or dust.

In the same run 12-13 kg/m² Micro Surfacing type DSK 5 (aggregate sieve size # 4: 4.75 mm) has been laid with the aid of a spreader box located directly behind the spray bar.

As soon as the breaking process of the mix started the layer was compacted by an 18 ton rubber-tired roller. This helps to
avoid possible future pressure deformations in the surface. Approximately 30 minutes later a second application of 12-13 kg/m² Micro-Mix type DSK 5 (aggregate sieve size # 4: 4.75 mm) was applied and afterwards compacted by an 18 ton rubber-tired roller. This second layer ensures an even running surface, as the first layer regulates the underlying concrete surface. In total 25 kg/m² was applied. These repairs of nearly 12 Km concrete highway have been carried out “under traffic” within 4 days each with restricted working hours - 10:00 to 20:00 o’clock.

The road authorities – Autobahnämter Karlsruhe and Walldorf of the Regierungspräsidium Karlsruhe - were delighted with the outcome of this maintenance job. During this innovative trial several British road maintenance specialists visited job site, they were totally convinced that this process should be used in the United Kingdom to maintain concrete highways.
AEMA International Technical Committee
Mike Hemsley, Chairman

- A document addressing proper sampling, shipping, reheating and sampling the sample for testing has been created. It was in the Spring BOD meeting attachments for your review and approval. Still waiting on feedback.

- RPG Update - In the process of making sure terms are in agreement throughout the document

- Continued Updates for New Methods and Specs from Emulsion Task Force/Group. AMRL conducted round robin testing on the last proficiency sample that was distributed to AMRL labs. 22 labs participated in the extra testing. Results look ok, when comparing it to Table 3 in ASTM D-7175. I am currently awaiting the final results from Arlis.

- AEMA ITC Round Robin Groups are still in a holding pattern for the time being with AMRL round Robin data pending.

- Educational Chair – Chair has asked a few questions to establish direction. He is looking for expectations along with determining a topics and target audience for the webinars. He is also looking for material that could be used for/ by the universities. Are we wanting to supply a full course of material or material that can be included in a course on materials? Communication with the universities has been difficult. Attempts have been made to determine what the universities are currently using and calls have been left unreturned.

The committee notes need to be added to the report as a result of our committee meetings are as follows:

- Asphalt Emulsion Recovery Method B
  - It is currently being thought of as “OK” for emulsion residue recovery and subsequent DSR testing.
  - Currently working on an ASTM method (through ASTM) and thinks the actual ASTM method is 12 to 18 months away.

- ETF/ETG
  - Suggesting an Ash Content instead of Solubility to combat issues with having polymers (latex) in the emulsion residue.
  - The polymers tend to plug the filter paper and the test was originally designed to detect contaminants – since the polymer should burn and contaminants should not – it is reasonable to assume that a 1% max ash content would be ok.

  - AEMA to work with CTAA on obtaining this data.

- ASTM Meeting in December
  - Kadrmas has indicated that he will be presenting on VOC’s in emulsions. This is based on some work that they have been doing at BASF.
  - Ultimately, it gives some ideas to what the distillate levels mean (based in VOC) and how that relates to the amount of solvents in emulsions.
  - The only issues are the different types of solvents and the levels of those as related to the ones tested.

- Sampling / Handling / Testing letter for review to the AEMA Board. Receiving feedback.
  - That has been done as of today. I have already received some feedback.

- RPG under review

ARRA Committee on Recycling Education Executive Committee
Steve Cross, Chairman

- Pavement Preservation Expert Task Group – Update

- 2014 FHWA Regional Seminar – Update

- Cold Planing
  - Finalize CP101 Construction Guidelines for Cold Planing
  - Finalize CP102 Construction Guidelines for Micro Milling
  - Work on Pocket Guide for CP
  - Prepare for final review of CP chapters of BARM II
  - Discuss need for CP Brochure

Continued on page 28
All types of surface cracking and distress can be fixed with CIR technology from Roadtec. A rule of thumb is that CIR costs 50% less than rehabilitating with hot mix, and a CIR pavement will possess 80% of the strength of a hot mix pavement.

Roadtec has been developing and refining its CIR technology over many years and offers a number of equipment configurations to help you meet your goals.

To find out how Roadtec can assist you with your CIR questions and equipment needs, contact us at the number below, or see our website www.roadtec.com.

*Because CIR is the Future of Road Rehabilitation.*
COMMITTEE REPORTS from the PPRA 2014 Fall Meeting - continued from page 26

ARRA Cold Planing Committee
Tom Chastain, Chairman

- BARM Revisions
- Guidelines
- General Discussion on Growing CP Committee

ARRA Cold Recycling Committee
Jason Wielinski, Chairman

- CR 101, 201 and 301
  - Documents are ready to go online. Reworking completed this year to match verbiage in the new BARM. CR 201 has been modified to include a note that CR mix designs may be protected by some patents.
  - Action Item: Committee please re-review CR 201 as is and provide feedback on the final document. Steve Cross has advised that the footnote on the patents should be included. He needs feedback from our group on how this should be addressed.

- BARM Chapters on CR
  - The BARM Chapters on CR will require one last and final look over. Mike Polak and Scott Metcalf volunteered to look them over one last time.

- 4. CR Mix Designs
  - There was discussion on the effect of temperature on CR mix designs. The discussion entailed whether or not the temperature of the RAP being recycled plays more of a role on the design content than the gradation of the RAP. Todd Thomas, Jason Wielinski, and Don Mathews volunteered to work on putting some data together for evaluation.

- Sustainability Calculator
  - Steve Cross will be distributing a questionnaire on productivity for CIR and CCPR recycling through the committee. The information will be compiled to provide information for a sustainability calculator for the Southern Plaines Transportation Center and possibly a FHWA project.

- Hot In-place Recycling
  - Prepare for final review of HIR chapters for BARM II
  - Prepare for review of TC3 Web based course on HIR Inspector Training
  - Prepare to supply productivity information for sustainability calculator for Southern Plaines Transportation Center project and possibly FHWA project
  - Discuss need for revision of HIR Brochure

- Cold Recycling
  - Finalize CR 102 Construction Guidelines for Cold Central Plant Recycling
  - Form task group for CR 401 Project Selection Guidelines
  - Prepare for final review of CP chapters for BARM II
  - Prepare to supply productivity information for sustainability calculator for Southern Plaines Transportation Center project and possibly FHWA project
  - Discuss need for revision of CR Brochure

- Full Depth Reclamation
  - Work on FDR 300 series, Quality Control Guidelines for FDR
  - Prepare task force for review of FDR 200 series on mix design
  - Prepare task force to assist Cross with TC3 Web based course on FDR Inspector Training
  - Prepare for final review of FDR chapters of BARM II
  - Prepare to supply productivity information for sustainability calculator for Southern Plaines Transportation Center project and possibly FHWA project
  - Discuss need for revision of FDR Brochure
• **Cold Recycling Brochure**
  o The committee is going to request a limited printing of the CIR brochure. Stephanie Drain has volunteered to review at the existing brochure.

• **Website ETF**
  o Scott Metcalf and Mike Polak volunteered to work on developing a want list and ideas for the ARRA website

• **CR 102 Construction Guidelines for CCAP**
  o A draft of CR 102 was worked on during the committee meeting. Edits are being made to some sections and will be sent out for review.

• **CR 401 Project Selection Guidelines**
  o Task force of Darren Coughlin, Don Mathews and Jason Wielinski established. Steve Cross has a graduate student working on the decision tree program for project selection at OSU. This program will be used as a starting point for CR401.

### ARR A Full Depth Reclamation/Soil Stabilization Committee

Kimbel Stokes, Chairman

• **CORE Meeting Update/Dr. Cross**
  o FHWA looking for contractor / location (Eastern) for Regional Seminar
  o Sustainability Calculator
    ▪ Need production vs. fuel consumption rates from committee members
    ▪ Cross will email a request to committee members and keep the results confidential
  o BARM – February to publisher

• **FHWA Update**
  o Lee Gallivan retired; Jason Dietz may replace him

• **Quality Control Sampling and Testing Guidelines Review (Cold Recycling & Bituminous CR301)**
  o Bituminous / Lime / Cementitious Small Groups
    ▪ Split out to adapt current CR301 to each product; Bituminous, Lime, Cementitious

• **FDR Structural Coefficient Conversation**
  o Several in the committee told stories of test data above .3 and as high as .39

• **Regional Seminar discussion; focused on the Northeast**

• **Growing Membership**
  o Recruit competitors
  o Recruit engineers

### ARRA Hot In-Place Recycling Committee

Pat Faster, Chairman

• **Furnish to Steve Cross fuel burn rates and other consumption figures**

• **General Discussion**

• **Appoint new chairman – John Danello, Gallagher Asphalt**

### ISSA Chip Seal Committee

Joe Brandenburg

The Chip Seal Committee is currently being revised and will be accepting 6 to 8 new members. The new members will be comprised of suppliers, contractors and manufacturers. A proactive approach will be taken to educate and train ISSA members on Chip Seal guidelines and best practices through presentations and committee meetings. The committee will have its first official meeting of 2015 at the ISSA SSWS to discuss and review the A165 Chip Seal Guidelines for content, accuracy, and flow. Once the A165 document is reviewed and revised it will be sent to some members of FHWA ETF for their review and input. When the document is finalized it will then be submitted to the ISSA BOD for approval.
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MORE INFORMATION http://www.nationalpavement2016.org/
Board Proposed Amendments to ISSA Bylaws

During its meeting on June 24 – 25, 2014, the ISSA Board of Directors approved the following changes to the ISSA Bylaws. These changes must be ratified by the membership during the 2015 Convention.

CURRENT:
ARTICLE II: MEMBERSHIP

2. Voting Membership. The following membership classes shall have a vote in all determinations of the Association at regular and special meetings or by mail vote (including facsimile and email). Voting members are eligible to serve as directors or hold office in the Association.

- Contractor Membership: Individuals or firms engaged as contractors or subcontractors in the business of emulsified asphalt slurry seal, micro surfacing, asphalt based chipseal and asphalt based crack treatment in the United States, Mexico, or Canada.
- Supplier Membership: Individuals or firms furnishing equipment and/or materials to the emulsified asphalt slurry seal, micro surfacing, asphalt based chipseal and asphalt based crack treatment industry in the United States, Mexico, or Canada.
- International Contractor Membership: Individuals or firms that qualify for Contractor membership, domiciled outside but not engaged as Contractors in the United States, Mexico, or Canada.
- International Supplier Membership: Individuals or firms that qualify for Supplier membership, domiciled outside but not engaged as Suppliers in the United States, Mexico, or Canada.

PROPOSED:

2. Voting Membership. The following membership classes shall have a vote in all determinations of the Association at regular and special meetings or by mail vote (including facsimile and email). Voting members are eligible to serve as directors or hold office in the Association.

- Contractor Membership: Individuals or firms engaged as contractors or subcontractors in the business of emulsified asphalt slurry seal, micro surfacing, asphalt based chipseal and asphalt based crack treatment in the United States or Canada.
- Supplier Membership: Individuals or firms furnishing equipment and/or materials to the emulsified asphalt slurry seal, micro surfacing, asphalt based chipseal and asphalt based crack treatment industry in the United States or Canada.
- International Contractor Membership: Individuals or firms that qualify for Contractor membership, domiciled outside but not engaged as Contractors in the United States or Canada.
- International Supplier Membership: Individuals or firms that qualify for Supplier membership, domiciled outside but not engaged as Suppliers in the United States or Canada.
NEW VSS STV™
Slurry Transfer Vehicle

The STV takes the proven technology of the Material Transfer Vehicles (MTV) already used in the Road Construction Industry and applies it to road maintenance. The STV will allow you to make your Truck Mounted Slurry Machines into versatile Continuous or Standard slurry machines. The highly productive STV can work with both the Macropaver® and competitor’s machines.

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There is a simple beauty in the image of a perfectly re-surfaced roadway leading into the distance. Breathtaking...

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PMS Color: 186 C
ISSA Color
Breathtaking...

There is a simple beauty in the image of a perfectly re-surfaced roadway leading into the distance. But that beauty doesn't just happen. It is the result of a dedicated crew with the proper equipment solutions and a plan for success. Bergkamp has been providing pavement preservation solutions worldwide for over 35 years.

We are the only manufacturer offering a complete line of equipment solutions that include full-size continuous and truck- and trailer-mounted slurry seal and micro surfacing pavers and Variable Width Spreader Boxes. Our exclusive EMCAD and EMS Systems increase production by reducing calibration time and simplifying production adjustments.
OUR ROADS NEED TO BE LOOKED AFTER THE TIME TO ACT IS NOW
HOW CAN WE MAINTAIN AND IMPROVE OUR ROADS IN THIS CURRENT ECONOMIC SITUATION?

The PPRS will address this very important issue together with representatives of key stakeholders & road users. Different options will be explored and potential solutions shared from around the World.

AIM:
Develop a common understanding of stakeholder & road users expectations and how to meet them

WHY:
Roads are our greatest national asset and provide both social and economic value

WHAT:
Join us at the PPRS and be part of the campaign to take action now!

www.pprsparis2015.com

For more information please contact the Organizing Secretariat:
contact@pprsparis2015.com
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<td>USIRF</td>
<td>Maintaining infrastructures: time to act is now</td>
</tr>
<tr>
<td>1.7 Bill Finerty</td>
<td>Caterpillar</td>
<td>Building a stronger industry for the future of the road</td>
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<tr>
<td>2 Plenary session</td>
<td>What are the social expectancies from the road users? The voice of various groups of road users</td>
<td></td>
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<tr>
<td>2.1 Éric Le Corre, Directeur des affaires publiques</td>
<td>Michelin</td>
<td>How good roads are needed by the industry</td>
</tr>
<tr>
<td>2.2 Greg Cohen</td>
<td>American Highways users alliance</td>
<td>Building trust between road users and Government: a European perspective</td>
</tr>
<tr>
<td>2.3 Christopher Chope, OBE, MP, Highway Maintenance All Party Parliamentary Group Chairman</td>
<td>Highway Maintenance All Party Parliamentary Group</td>
<td>Why gathering politicians, road users, road agencies and the industry</td>
</tr>
<tr>
<td>2.4 Matthieu Flonneau</td>
<td>University of Paris</td>
<td>La “naturalisation” de la route : rupture et continuités ?</td>
</tr>
<tr>
<td>3 Economical impacts</td>
<td>How inadequate preservation of the road network might affect the economy</td>
<td></td>
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<tr>
<td>3.1 Roy Brannen</td>
<td>Transport Scotland</td>
<td>Case study</td>
</tr>
<tr>
<td>3.2 Mark Harvey</td>
<td>ITF</td>
<td>the economic value of maintenance deferral</td>
</tr>
<tr>
<td>3.3 Bernard Becq</td>
<td>Consultant</td>
<td>What importance is attached to maintenance in the projects financed by development banks</td>
</tr>
<tr>
<td>3.4 Larry Galehouse</td>
<td>NCPP</td>
<td>Social and Economic Issues Facing Highway Agencies in the United States</td>
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<tr>
<td>3.5 Christophe Nicodème</td>
<td>ERF</td>
<td>Keeping Europe moving</td>
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<tr>
<td>4 FP2 session: a global approach</td>
<td>A worldwide comparative approach. Should include preventive, routine, curative maintenance</td>
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<tr>
<td>4.1 Dr Buzz Powell</td>
<td>NCAT</td>
<td>Pavement Preservation Test Track full review</td>
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<tr>
<td>4.2 David Peshkons</td>
<td>Applied Pavement Technologies Inc.</td>
<td>The Changing Role of Pavement preservation in the United States</td>
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<tr>
<td>4.3 John Roberts</td>
<td>International Grooving and Grinding Association</td>
<td>Concrete pavement preservation: integrating engineering, economics and environment</td>
</tr>
<tr>
<td>4.4 Dale Decker</td>
<td></td>
<td>Best practices for Crack Treatment</td>
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<tr>
<td>4.5 Charles Grady</td>
<td>Crafco</td>
<td>Crack Sealing/Extending Service Life</td>
</tr>
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<td>5 Innovation drivers</td>
<td>What are the incentives that play a positive role for the innovation? The role of the various parties involved should be explained</td>
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<tr>
<td>5.1 Richard Taylor</td>
<td>US rep member of AI (Shell?)</td>
<td>Le rôle moteur du Maître d’Ouvrage pour le développement de techniques innovantes</td>
</tr>
<tr>
<td>5.2 Ali Bashim</td>
<td>Direction des routes du Maroc</td>
<td>initiatives taken in The Netherlands to encourage innovation from the private sector but also from ideas provided by the road users and the staff of the road administration</td>
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<tr>
<td>5.3 Klaas Groen</td>
<td>Netherlands</td>
<td>Convention d’engagement volontaire</td>
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<tr>
<td>5.4 Bernard Hétilier</td>
<td>USIRF France</td>
<td>Introduction of SMART Highway Test Bed and Test Results</td>
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<tr>
<td>5.5 Shin Joonsoo</td>
<td>Korea Expressway Corporation</td>
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<td>Name</td>
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<tr>
<td>Asset management part 1</td>
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<tr>
<td>6.1 Shiregu Kikugawa</td>
<td>Ministry Japan</td>
<td>Japan’s challenges to manage ageing social infrastructures</td>
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<tr>
<td>6.2 Jari Kauppila</td>
<td>OECD / ITF</td>
<td>How to assess the value road assets in view of road assets management</td>
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<tr>
<td>6.3 Lila Tachtsi</td>
<td>Atkins</td>
<td>Case study in England showing the approach taken to assess the budgets needed to stop long term degradation of the road network</td>
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<td>6.4 Norbert Michel</td>
<td>ARRB</td>
<td>Strategic analysis of maintenance needs for the non-urban road corridors in Australia</td>
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<td>6.5 Regional Bank (envisage la BERD)</td>
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<td>Standpoint</td>
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<td>AEMA session</td>
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<tr>
<td>7.1 Mark Mc Cullough</td>
<td>AEMA president</td>
<td>Emerging Emulsion Technologies in the US</td>
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<tr>
<td>7.2 Christine Gorsuch</td>
<td>Akzo Nobel</td>
<td>Measuring Surface Tackiness of Modified Asphalt Binders and Emulsion Residues using a Dynamic Shear Rheometer</td>
</tr>
<tr>
<td>7.3 Glynn Holleran</td>
<td>Fulton Hogan</td>
<td>Asphalt Chemistry and Emulsion Performance</td>
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<tr>
<td>7.4 Amit Bhasin</td>
<td>University of Texas</td>
<td>Electrophoretic Analysis of Asphalt Emulsions</td>
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<tr>
<td>7.5 Ralph Shirts</td>
<td>Exxon Mobil</td>
<td>Outlook on Energy Trends and possible Impact on Highway Maintenance</td>
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<tr>
<td>Emulsion technical review</td>
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<tr>
<td>8.1 David Phillips</td>
<td>Off Highway Research Ltd</td>
<td>The changing structure of the global construction equipment industry</td>
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<tr>
<td>8.2 Filippo Baldassari</td>
<td>Fayat</td>
<td>Asphalt plants : how regulations drive equipment design</td>
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<tr>
<td>8.3 Andreas Marquardt</td>
<td>Wirtgen</td>
<td>When innovation is boosted by partnerships</td>
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<td>8.4 Jean François Hamon</td>
<td>Schaeffer-Technick</td>
<td>The way to perform in niche markets</td>
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<td>8.5 Yvon Gerbel et François Chaignon</td>
<td>COLAS S.A.</td>
<td>Industries interactions: a success story</td>
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<td>The contribution of the equipment industry for innovation in pavement maintenance</td>
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<tr>
<td>9.1 Christophe Saintillan</td>
<td>DIT (France)</td>
<td>Stratégie de l’entretien routier sur le réseau routier national français</td>
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<tr>
<td>9.2 Gerhard Eberl</td>
<td>ASFINAG (Austria)</td>
<td>Asset management in ASFINAG, a user financed motorway company in Austria</td>
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<td>9.3 A DOT (US)</td>
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<td>Case study from US</td>
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<td>9.4 David Darwin</td>
<td>Austroads program manager for Asset Management and from New Zealand Transport Agency</td>
<td>Developments in maintaining road infrastructure in New Zealand and Australia</td>
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<td>9.5 Luc-Amaury George &amp; Christine Deneuvillers</td>
<td>Vectra</td>
<td>Establishing a 3-D road maintenance policy</td>
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<td>9.6 Didier Méheut</td>
<td>Conseil Général des Yvelines</td>
<td>Entretien éco-responsable et économe du patrimoine routier</td>
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<td>Asset management part 2</td>
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<tr>
<td>10.1 Steve Cross</td>
<td>ARRA</td>
<td>ARRA activities</td>
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<td>10.2 Chuck Schwartz</td>
<td>University of Maryland</td>
<td>bituminous CIR and FDR for the mechanistic-empirical pavement design program</td>
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<tr>
<td>10.3 André Clarac</td>
<td>COLAS Sud Ouest</td>
<td>Emulsions de bitume: recyclage d’agrégats d’enrobés à 100%</td>
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<tr>
<td>10.4 Dr. Sun Bin, President</td>
<td>Beijing Saint Ground Highway Tech Co., Ltd.</td>
<td>Cold Central Plant Recycling experience in China (CCPR)</td>
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<td>11</td>
<td>Chemical industry contribution to innovation in pavement preservation</td>
<td>A set of case studies</td>
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<td>11.1</td>
<td>Carlo Giavarini</td>
<td>University of Roma La Sapienza</td>
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<td>11.2</td>
<td>Sergio Carrara</td>
<td>Iterchimica</td>
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<td>11.3</td>
<td>Thomas Sandmann</td>
<td>Total Deutschland</td>
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<td>11.4</td>
<td>Bob Klutz</td>
<td>Kraton Polymers U.S., LLC</td>
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<td>11.5</td>
<td>Edith Tartari</td>
<td>Selenio Bitumi</td>
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<td>12</td>
<td>Contracts</td>
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<td>12.1</td>
<td>Michel Démarre</td>
<td>FNTP</td>
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<td>12.2</td>
<td>Oscar de Buen Richkarday</td>
<td>PIARC</td>
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<td>12.3</td>
<td>Ms Katja Levola</td>
<td>Finnish transport agency</td>
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<td>12.4</td>
<td>Yann Lefeuvre</td>
<td>Highways Term Maintenance Association (UK)</td>
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<td>12.5</td>
<td>Ben Gericke</td>
<td>World Bank</td>
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<td>13</td>
<td>ISSA session</td>
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<td>13.1</td>
<td>Delong Wu</td>
<td>LongFu/Focus, Ltd.</td>
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<td>13.2</td>
<td>Stephane Charmot</td>
<td>MWV China</td>
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<td>13.3</td>
<td>Jean Etienne Urbain et Sabine Lebec</td>
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<td>13.4</td>
<td>Brian Majeska</td>
<td>InVia Pavement Technology for Roadway</td>
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<td>14</td>
<td>Industrial interactions</td>
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<td>14.1</td>
<td>Ariel Cabanes</td>
<td>Michelin</td>
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<td>14.2</td>
<td>M. Gitzhofer</td>
<td>Afoco</td>
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<td>Tanujit Butalia</td>
<td>Ohio State University</td>
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<td>14.4</td>
<td>Rep</td>
<td>German association for slag recycling</td>
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<td>Funding</td>
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<td>Edith Buss</td>
<td>Ministère Fédéral des Transports et des Infrastructures numériques</td>
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<td>15.2</td>
<td>Joseph Haule</td>
<td>Roads Fund Board, Tanzania</td>
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<td>Alex Van Niekerk</td>
<td>Sanral</td>
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<td>US / FHWA / DOT</td>
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<td>15.5</td>
<td>Francisco Criado</td>
<td>Spain</td>
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<td>A Word Of Emulsions</td>
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<td>16.1</td>
<td>Nasreen Tasker</td>
<td>Argus</td>
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<tr>
<td>16.2</td>
<td>Siobhan Mc Kelvey</td>
<td>IBEF</td>
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<tr>
<td>16.3 Bernard Eckmann</td>
<td>SFERB</td>
<td>Technical challenges</td>
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<td>16.4 Alejandro Fernandez</td>
<td>GEPUR</td>
<td>20 years of surface treatments in Mexico</td>
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<tr>
<td>16.5 Francisco Sanchez</td>
<td>Ministry of Works (Mexico)</td>
<td>What are we talking about?</td>
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<tr>
<td>17.1 Henri Molleron</td>
<td>COLAS</td>
<td>Green chemistry</td>
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<td>17.2 Lawrence Couvreur</td>
<td>Eiffage</td>
<td>Technical challenges</td>
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<td>17.3 Claudia Goran</td>
<td>Lafarge</td>
<td>The industry approach for the environmental challenges</td>
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<tr>
<td>17.4 Nizar Ghazireh</td>
<td>Senior Research Manager Lafarge Tarmac</td>
<td>Proximity: the use of bitumen in a changing environment</td>
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<tr>
<td>17.5 Mike Southern</td>
<td>Concave</td>
<td>What infrastructures for the car of tomorrow</td>
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<tr>
<td>17.6 Clara Lorinquer</td>
<td>Peugeot-CEO</td>
<td>What infrastructures for the cities tomorrow?</td>
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<tr>
<td>17.7 Susanna Zannattaro</td>
<td>IFSTTAR</td>
<td>Invitation for Seoul</td>
</tr>
<tr>
<td>17.8 Maxime Prat</td>
<td>Shell</td>
<td>Thanks and closure</td>
</tr>
<tr>
<td>18.1 Maxime Prat</td>
<td>IFSTTAR</td>
<td>Closing session</td>
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<tr>
<td>18.2 Hélène Jacquot Guirbad</td>
<td>President of the congress</td>
<td>What next???</td>
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<tr>
<td>18.3 Jean François Corti</td>
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<td>Invitation for Seoul</td>
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</tbody>
</table>

A recent report released by The World Road Association (PIARC) regarding the importance of road maintenance demonstrates the importance of road maintenance by presenting evidence gathered throughout the world. It is a major contribution shared by all members of the World Road Association.

This report is in direct line with the objectives of the PPRS Paris 2015. Where we would share experience and expertise in this field.

The ISSA Slurry Systems Workshop gives attendees a unique opportunity to not only learn about Pavement Preservation through lectures and presentations but to observe outdoor demonstrations of slurry systems and other products being applied. There are also sessions that give attendees the chance to mix their own lab samples, view testing equipment and have one on one discussions with industry professionals. The workshop has something for every stakeholder in the Pavement Preservation process with specific presentations aimed at contractors, buyer agencies and suppliers.

Whether you are new to Pavement Preservation or are an experienced hand, there is something to be gained at the workshop. Presentations start with the basics and then become more advanced as we move through the program.

Finally, the chance to network and learn from over 275 other industry professionals is a valuable bonus.

Please plan to join us January 19 – 22 and take advantage of this excellent educational opportunity.

Rex Eberly, Bergkamp, Inc., has been Chairing the Slurry Systems Workshop Committee since 2011.
INTERNATIONAL SLURRY SURFACING ASSOCIATION

2015 SLURRY SYSTEMS WORKSHOP
Featuring Pavement Preservation Techniques Including:
Micro Surfacing/Slurry Surfacing/Chip Seal & Crack Treatment

ISSA®
PRESERVING PAVEMENT

Registration Brochure
HANDS ON PROGRAM FOR ENGINEERS,
INSPECTORS, AND INDUSTRY PERSONNEL

January 19 - 22, 2015
Texas Station Hotel & Casino
Las Vegas, Nevada
WHAT IS THE SLURRY SYSTEMS WORKSHOP?
The Slurry Systems Workshop is a study course offering a challenging and informative program on slurry seal, micro surfacing, chip seals and crack treatments with “hands-on” operation demonstrations and workshop-type discussions. Highly qualified Pavement Preservation Specialists will cover topics on the above listed processes, including materials and equipment, specifications, hand mixes, calibration, quality control, and inspection.

Attendees will also be able to view state of the art slurry, micro surfacing, chip seals and crack treatment equipment, independent of the paving demonstrations.

ISSA encourages all ISSA members, and non-members who are contractors, suppliers, engineers, consultants as well as government agencies to attend this valuable workshop. A certificate of achievement will be awarded to all participants at the completion of the workshop.

In addition to attending the workshop, your company or organization can become a workshop sponsor. Your company name will be listed in the final program as a sponsor, displayed on signage, and you’ll have the opportunity to bring company literature to display.

Please read all of the enclosed information and send in your registration for this valuable and popular workshop. We look forward to seeing you in Las Vegas!

PRELIMINARY PROGRAM
(subject to change without notice)

Monday, January 19, 2015
12:00pm - 5:00pm Registration Desk Open
6:00pm - 7:30pm Opening Cocktail Reception

Tuesday, January 20, 2015
7:00am - 5:00pm Registration Desk Open
7:00am - 8:00am Continental Breakfast
8:00am - 8:10am ISSA Welcome
8:10am - 8:15am Presidents Message
8:15am - 9:00am Introduction to Slurry Systems
9:00am - 9:30am 2014 Presidents Award
9:30am - 10:00am Emulsions for Pavement Preservation
10:00am - 10:15am Break
10:15am - 10:45am Aggregates for Emulsion Based Pavement Preservation
10:45am - 11:15am Intro to Crack Treatments
11:15am - 11:35am Equipment Maintenance
11:35am - 12:00pm Web Based Training Phase 2
12:00pm - 1:00pm Lunch
1:00pm - 2:30pm Intro to Chip Seals
2:30pm - 3:00pm FHWA Report
3:00pm - 3:15pm Break
3:15pm - 3:45pm Project Story - How to Make a Good Project
3:45pm - 4:15pm Emulsion Handling/Shipping/Storage
4:15pm - 4:45pm Marketing Preservation Processes
4:45pm - 5:00pm Review/Preview/Questions
6:00pm - 7:30pm Sponsors Reception

Wednesday, January 21, 2015
7:00am - 8:00am Continental Breakfast
7:00am - 5:00pm Registration Desk Open
8:00am - 8:05am Welcome
8:05am - 8:30am Project Showcase
8:30am - 9:00am Recycling of Asphalt Pavements
9:00am - 9:30am Combining Recycling and Pavement Preservation Processes
9:30am - 10:00am Micro Surfacing - Agency View
10:00am - 10:15am Break
10:15am - 11:00am Mix Designs for Slurry/Micro
11:00am - 11:30am Troubleshooting Slurry Systems in the Field
11:30am - 12:00am Project Story
12:00pm - 1:00pm Lunch
1:00pm - 1:30pm Slurry Systems Best Practices and Craftsmanship
1:30pm - 2:00pm Cul de Sacs and Handwork
2:00pm - 2:30pm Spreader Box/Pugmill Principles
2:30pm - 2:35pm Demo Preview
2:35pm - 3:00pm Break
3:00pm - 4:00pm Contractors Showcase
4:00pm - 5:00pm Demo
ISSA 2015 SLURRY SYSTEMS WORKSHOP
January 19 - January 22, 2015
Texas Station Hotel & Casino
Las Vegas, Nevada

REGISTRATION FORM

Please register the following:

Organization ___________________________________________________________
Address ___________________________________________________________
City ___________________________________________________________
State ___________________________________________________________
Zip/Postal Code ___________________________________________________________
Country ___________________________________________________________

Attendee 1
Position ___________________________________________________________
Phone ___________________________ T-Shirt Size _____________
E-mail ___________________________________________________________

Attendee 2
Position ___________________________________________________________
Phone ___________________________ T-Shirt Size _____________
E-mail ___________________________________________________________

Attendee 3
Position ___________________________________________________________
Phone ___________________________ T-Shirt Size _____________
E-mail ___________________________________________________________

Attendee 4
Position ___________________________________________________________
Phone ___________________________ T-Shirt Size _____________
E-mail ___________________________________________________________

Attendee 5
Position ___________________________________________________________
Phone ___________________________ T-Shirt Size _____________
E-mail ___________________________________________________________

Total Registration Fees Enclosed $ _____________________________
Sponsorship Enclosed + $ _____________________________
Total Enclosed $ _____________________________

☐ Yes, I need a receipt, please send to: Email _____________ Fax _____________

REGISTRATION FEES:

COMPLETE THREE-DAY WORKSHOP
Fees for the complete three-day workshop include three continental breakfasts, three lunches, two evening receptions, all refreshment breaks, materials and handouts AND a T-Shirt.

BEFORE DECEMBER 19, 2014

1-2 3 or more
Registrants $ 525 each $ 475 each
ISSA Member $ 195 each
Government Agency $ 1050 each
Non-Member

AFTER DECEMBER 19, 2014

1-2 3 or more
Registrants $ 550 each $ 500 each
ISSA Member $ 225 each
Government Agency $ 1100 each
Non-Member

SPONSORSHIP

☐ Yes, my company would like to be a sponsor of the Slurry Systems Workshop for $750.
☐ Yes, we will need a table to display literature at the workshop.
☐ No, we will not need a table to display literature at the workshop.
Luncheon and Reception Sponsorships also available, please contact ISSA headquarters.

☐ Yes, I need a receipt, please send to: Email _____________ Fax _____________

Please return the completed registration form by December 19, 2014, with a check payable to ISSA for the total registration fees to: ISSA, #3 Church Circle - PMB 250, Annapolis, Maryland 21401. Credit card registrations may be faxed to ISSA Headquarters at 410-267-7546 or emailed to kennedy@slurry.org
INFORMATION

REGISTRATION POLICY: ISSA will not process any registration form that is not accompanied by payment, period. What this policy means is that ISSA will not make any related arrangements for any person whose registration form is received without payment.

CANCELLATIONS: Notification must be received in writing by ISSA headquarters if you have registered for the Workshop and subsequently find you will be unable to attend. If registration cancellation is necessary, ISSA will refund registration fees in accordance with the following schedule:

<table>
<thead>
<tr>
<th>Cancellation received by:</th>
<th>Refund:</th>
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<tbody>
<tr>
<td>January 5, 2015</td>
<td>100% minus $25</td>
</tr>
<tr>
<td>January 11, 2015</td>
<td>50% of registration fee</td>
</tr>
<tr>
<td>January 12, 2015</td>
<td>No Refund</td>
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</table>

“No shows” will be charged the full registration fee. Substitutions may be made at any time by contacting ISSA headquarters at (410) 267-0023.

REGISTRATION DEADLINE: Although ISSA expects to be able to accommodate all meeting registrants, we urge you to complete and return the registration form to ISSA, and contact the hotel, no later than December 19, 2014. After that date, we cannot guarantee hotel reservations at the Texas Station Hotel; space available will apply.

HOTEL: The Texas Station Hotel, 2101 Texas Star Lane, Las Vegas, Nevada 89032. ISSA has negotiated a special room rate of $65.00 + tax (January 17 – 24, 2015.) (Don’t forget to mention the Group Code: TCIISSA as shown below). *Rates quoted are for Monday – Thursday only. Friday - Saturday rates are $45.00 + tax at the Texas Station.

MAKE YOUR ROOM RESERVATIONS ONLINE: https://rooms.sclv.com/cgi-bin/lansaweb?PROCFUN+RN+RESNET+TEX+funcparm+&UP%28A2560%29:;TCIISSA;?/

TEXAS STATION HOTEL & CASINO WEBSITE: https://texasstation.sclv.com/Hotel/ and put in group code TCIISSA where it says offer code.

CALL IN: 800-654-8888

In order to assure room availability and to receive the group rate, you must make your reservation by December 19, 2014. After that date, room reservations will be accepted on a space available basis. The first night’s deposit is non-refundable unless reservations are canceled 48 hours before the day of arrival. Check-in time is 3:00 pm and check-out time is 12:00 noon. Facilities at the Texas Station include casino, 60 lane bowling center, 18 screen movie theatre, 6 restaurants and Starbucks. The hotel is just 15 miles from McCarran International Airport.

SPONSORSHIP: For $750, your organization will be recognized on signage at the workshop, listed as a workshop sponsor in the final program, highlighted in the ISSA Report, have opportunity for equipment displayed outside, your company logo will appear on the workshop T-shirt and listed on the workshop CD. As an extra bonus, at your option and at no additional cost, ISSA will provide you with 10 feet of exhibit space outside the workshop classroom. For enhanced value, consider sponsoring a workshop reception, please contact Program Assistant, Meredith Kennedy (410) 267-0023 or kennedy@slurry.org for more details.

GENERAL INFORMATION: Please call (410) 267-0023, email kennedy@slurry.org or write to ISSA Headquarters, #3 Church Circle, Annapolis - PMB 250, Maryland 21401 if you have any questions or concerns.
JEAA Bulletin

Japan Emulsified Asphalt Association (JEAA) Journal

Mr. Yukio Yamauchi, Chairman of JEAA
Questions should be directed to:

Hiraku HAYASAKA
Secretary General
Japan Emulsified Asphalt Association
Pine Central Bldg. 4F
2-11-5 Kyobashi, Chuo-Ku
Tokyo 104-0031
JAPAN
Telephone 81-3-5159-8096
Fax 81-3-5159-8097
E-mail info@jeaa.or.jp

Japan Emulsified Asphalt Association (JEAA) Journal

Introduction of Paper from the 5th Eurasphalt & Eurobitume Congress (5)
Overseas Documents Working Group, Technical Committee, JEAA

This is the introduction of a paper from the 5th Eurasphalt & Eurobitume Congress in 2012, introducing the following paper:

A5EE-428 A Detailed Assessment of Grave-Emulsion Combining Trial Section Monitoring and Laboratory Testing
Jean-Pierre Serfass, Vincent Gauderoy, Alain Beghin, Lionel Odie, Francois Verhee, Chantal De La Roche and Louisette Wendling (France)

Introduction of Paper from the 5th Eurasphalt & Eurobitume Congress (6)
Overseas Documents Working Group, Technical Committee, JEAA

This is the introduction of a paper from the 5th Eurasphalt & Eurobitume Congress in 2012, introducing the following paper:

A5EE-098 Modified Bitumens Derived from Particle Stabilized Emulsions
Alan James, Qiong Zhou (USA)

Minutes of Board Meeting of the International Bitumen Emulsion Federation (IBEF) in Japan
Étienne le Bouteiller (International Bitumen Emulsion Federation)

This is the minutes of the Board Meeting of IBEF in Japan in March 2014, hosted by JEAA. As a member of IBEF, JEAA has been exchanging information since 1996 and it is the first time to host the international association’s Board meeting. On the meeting, administrative matters and accounts were approved. In addition, the activities from members’ association as Japan, China, Korea, Russia, India, Thailand, USA, France and the UK were introduced. Site visit was held on the next day, the attendees visited Tokyo Bay Aqua-Line, the oldest pavement (Warbit pavement) in Tokyo, surface treatment and woodchip pavement.

Applying Micro Surfacing at National Route 297
Y. Ishikawa and T. Sakai, Isumi Public Works Office, Chiba Prefecture
M. Takahashi, Toa Road Corporation

This is a construction report of Micro Surfacing at National Route 297 in Chiba Prefecture. The current traffic volume is N5 (250 – 1000 vehicles/day, per lane), but it is estimated to increase since a new road junction has opened recently. As preventive maintenance, Micro Surfacing is applied in 8,820m² with 8mm thickness using rapid setting type modified asphalt emulsion. Prior to application, existing cracks are sealed using asphalt emulsion sealer. Two months after application, it shows no stripping and cracking. The surface is in good condition.

Questions and Answers
Technical Committee, JEAA

Questions from JEAA members and answers from Technical Committee; 1) Appropriate time of application and effect of asphalt emulsion as preventive maintenance, 2) “Tire adhesive ration” in JEAAS for PKM-T emulsion used for trackless tack coat, 3) Measurement method/standard of adhesive strength of tack coat.

Topics and JEAA News

34th Annual Meeting of JEAA was held on June 18, 2014 and Mr. Yukio Yamauchi was approved for a second term as Chairman of JEAA. Mr. Hiraku Hayasaka was appointed as the new Secretary General.

The following JEAA activities plan in 2014 was approved:

1. Standardization of asphalt emulsion quality, surveying manufacturing technology.
   1) Mechanical evaluation of asphalt emulsion for tack coat
2. Developing and promoting multilateral demand of asphalt emulsion.
1) Promoting cold mix paving
2) Promoting modified asphalt emulsion for impermeable layer in porous asphalt pavement
3) Surveying technology to expand use of asphalt emulsion

3. Survey and research of manufacturing/application of asphalt emulsion
   1) Bibliographic survey (domestic and abroad) on application of cold mix and WMA.

4. Surveying demand and technical trend of asphalt emulsion, providing information, promotion and education of research result.
   1) Publishing bulletin “Asphalt Emulsion” (three times a year, 3,400 copies in January, 3,100 copies in April and August)
   2) Translation and reprint of the paper on 5th E&E Congress
   3) Providing document for technical seminar, including its revision
   4) Presentation and co-sponsoring 93rd Asphalt Seminar
   5) Participating PPRS Paris in February 2015
   6) Discussion with authorities and associations
   7) Fulfilling and renewing JEAA Website

5. Other associated activities
6. Asphalt emulsion produced amount by JEAA members are shown below:

### Asphalt Emulsion Production from April to June 2014 (t)

<table>
<thead>
<tr>
<th>Division</th>
<th>Penetration Type</th>
<th>Mixing Type</th>
<th>Modified Emulsion</th>
<th>Total</th>
</tr>
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<tbody>
<tr>
<td>Hokkaido</td>
<td>1,006</td>
<td>105</td>
<td>266</td>
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<tr>
<td>Tohoku</td>
<td>3,983</td>
<td>1,986</td>
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<td>Kanto</td>
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<td>768</td>
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<td>6,559</td>
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<td>Hokuriku</td>
<td>1,116</td>
<td>98</td>
<td>178</td>
<td>1,392</td>
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<tr>
<td>Chubu</td>
<td>1,776</td>
<td>418</td>
<td>511</td>
<td>2,705</td>
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<tr>
<td>Kinki</td>
<td>1,647</td>
<td>483</td>
<td>463</td>
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<td>1,236</td>
<td>168</td>
<td>287</td>
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<tr>
<td>Shikoku</td>
<td>747</td>
<td>21</td>
<td>139</td>
<td>907</td>
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<tr>
<td>Kyushu</td>
<td>2,412</td>
<td>199</td>
<td>342</td>
<td>2,953</td>
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<tr>
<td>Okinawa</td>
<td>334</td>
<td>0</td>
<td>18</td>
<td>352</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>19,158</strong></td>
<td><strong>4,246</strong></td>
<td><strong>3,498</strong></td>
<td><strong>26,902</strong></td>
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### Asphalt Emulsion Production in FY2013 (t)

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<tr>
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<td>676</td>
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<td>22,473</td>
<td>16,262</td>
<td>2,003</td>
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<td>Kanto</td>
<td>28,809</td>
<td>14,873</td>
<td>5,586</td>
<td>49,268</td>
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<td>6,006</td>
<td>1,549</td>
<td>606</td>
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<td>Chubu</td>
<td>11,642</td>
<td>9,932</td>
<td>3,442</td>
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<td>8,703</td>
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<td>7,681</td>
<td>3,206</td>
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<td>Okinawa</td>
<td>1,836</td>
<td>0</td>
<td>76</td>
<td>1,912</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>114,102</strong></td>
<td><strong>57,541</strong></td>
<td><strong>21,456</strong></td>
<td><strong>193,099</strong></td>
</tr>
</tbody>
</table>
ISSA Welcomes New Members

CONTRACTOR MEMBERSHIP
ViaSun Corporation
731 N. 19th Avenue
Phoenix, AZ 85009
Phone 480-268-9669
Fax 480-268-6295
Email rolando@viasuncorp.com
Website www.viasuncorp.com
Rolando Perez, President
Asphalt Preservation

SUPPLIER MEMBERSHIP
Heritage Research Group
7901 W. Morris Street
Indianapolis, IN 46231
Phone 734-770-9106
Email joe.brandenburg@hrglab.com
Website www.thginfo.com
Joe Brandenburg, Emulsion Research & Technical Specialist
Research and Development of emulsified asphalts; technical, production, and field support of our asphalt/emulsion manufacturing facilities and micro surfacing/chip seal construction businesses.

ISSA Logo Available to Members
The ISSA logo is available for distribution to ISSA members. ISSA Members may find this useful for stationery, advertising graphics, brochures, websites, etc.

To receive the new logo via e-mail, just send a note to ISSA headquarters: krissoff@slurry.org

ARRA Welcomes New Members

SUPPLIER MEMBERSHIP
ZYDEX, Inc.
106 Kitty Hawk Drive
Morrisville, NC 27560
Web www.zydexindustries.com
Phone 919-342-6551
Fax 919-544-3784
*Radhika Kiran, Manager – radhika@zydexindustries.com
*Doug Zuberer, Business Development Manager – doug@zydexindustries.com
Nanotechnology based waterproof chemicals, Aggregates

ARRA Logo Available to Members
The ARRA logo is available for distribution to ARRA members. This is useful for use in stationery, advertising graphics, brochures, websites, etc. To receive the logo via e-mail, just send a note to ARRA headquarters: krissoff@arra.org
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Speed Is Everything

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• Lower operating costs.  
• Reduced fuel consumption.  
• Increased uptime and performance.  
• Improved holder protection.

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# Asphalt Emulsion Manufacturers Association
## 2014 - 2015 Board of Directors & Committees

## BOARD OF DIRECTORS

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<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Company/Location</th>
<th>Phone/Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
<td>Mark McCollough</td>
<td>Asphalt Materials Inc., Indianapolis, IN 314-249-0839 <a href="mailto:mark.mccollough@asphalt-materials.com">mark.mccollough@asphalt-materials.com</a></td>
<td></td>
</tr>
<tr>
<td>Vice President</td>
<td>Archie Reynolds</td>
<td>Walker Emulsions, Burlington, ON Canada 905-336-1216 <a href="mailto:areynolds@walkerind.com">areynolds@walkerind.com</a></td>
<td></td>
</tr>
<tr>
<td>Secretary/Treasurer</td>
<td>Mark Ishee</td>
<td>Ergon Asphalt &amp; Emulsions, Inc., Jackson, MS 601-933-3000 <a href="mailto:mark.ishee@ergon.com">mark.ishee@ergon.com</a></td>
<td></td>
</tr>
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<td>Past President</td>
<td>Bucky Brooks</td>
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<td></td>
</tr>
<tr>
<td>Director</td>
<td>Diane Franseen</td>
<td>H.G. Meigs, LLC, Portage, WI 608-742-5354 <a href="mailto:dfranseen@asphalttechgroup.com">dfranseen@asphalttechgroup.com</a></td>
<td></td>
</tr>
<tr>
<td>Director</td>
<td>Hans Ho</td>
<td>Telfer Oil Company, Martinez, CA 925-229-1515 x1329 <a href="mailto:hansho@telferoil.com">hansho@telferoil.com</a></td>
<td></td>
</tr>
<tr>
<td>Director</td>
<td>Dan Koeninger</td>
<td>Terry Asphalt Materials Inc., Hamilton, OH 513-673-8840 <a href="mailto:dkoening@terryasphalt.com">dkoening@terryasphalt.com</a></td>
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<td>Director</td>
<td>Craig Moore</td>
<td>Cleveland Asphalt Products, Shepherd, TX 800-334-0177 <a href="mailto:ccmcapco@msn.com">ccmcapco@msn.com</a></td>
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</tr>
<tr>
<td>Director</td>
<td>Mark Smith</td>
<td>Vance Brothers Inc., Kansas City, MO 816-923-4325 <a href="mailto:msmith@vancebrothers.com">msmith@vancebrothers.com</a></td>
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<tr>
<td>Supplier Member Rep</td>
<td>Todd Ryne</td>
<td>Akzo Nobel Surface Chemistry LLC, Chicago, IL 312-543-9443 <a href="mailto:todd.ryne@akzonobel.com">todd.ryne@akzonobel.com</a></td>
<td></td>
</tr>
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</table>

## COMMITTEES

<table>
<thead>
<tr>
<th>Committee</th>
<th>Chair</th>
<th>Phone/Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Meeting Program Planning</td>
<td>Archie Reynolds</td>
<td>905-336-1216 <a href="mailto:areynolds@walkerind.com">areynolds@walkerind.com</a></td>
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<tr>
<td></td>
<td>Mike Hemsley</td>
<td>601-932-8365 <a href="mailto:mikenemesley@ptsilab.com">mikenemesley@ptsilab.com</a></td>
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<td></td>
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<tr>
<td></td>
<td>Bucky Brooks</td>
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<tr>
<td></td>
<td>Paragon Technical Services</td>
<td>601-932-8365 <a href="mailto:mikenemesley@ptsilab.com">mikenemesley@ptsilab.com</a></td>
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<tr>
<td></td>
<td>Richland, MS</td>
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</table>

## ITC - International Technical Committee

<table>
<thead>
<tr>
<th>Committee</th>
<th>Chair</th>
<th>Phone/Email</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Mike Hemsley</td>
<td>601-932-8365 <a href="mailto:mikenemesley@ptsilab.com">mikenemesley@ptsilab.com</a></td>
</tr>
<tr>
<td></td>
<td>Joe Brandenburg</td>
<td>734-770-9106 <a href="mailto:joebbrandenburg@bakerlab.com">joebbrandenburg@bakerlab.com</a></td>
</tr>
<tr>
<td></td>
<td>Barry Baughman</td>
<td>706-277-1300 <a href="mailto:bbaughman@trcc.com">bbaughman@trcc.com</a></td>
</tr>
<tr>
<td></td>
<td>Roger Hayner</td>
<td>859-620-1295 <a href="mailto:rhayner@rogerhayner.com">rhayner@rogerhayner.com</a></td>
</tr>
<tr>
<td></td>
<td>Arlis Kadrmas</td>
<td>316-200-7326 <a href="mailto:arlis.kadrmas@basf.com">arlis.kadrmas@basf.com</a></td>
</tr>
<tr>
<td></td>
<td>Marty Burrow</td>
<td>816-923-4325 <a href="mailto:mburrow@vancebrothers.com">mburrow@vancebrothers.com</a></td>
</tr>
<tr>
<td></td>
<td>Everett Crews</td>
<td>843-746-8470 <a href="mailto:everett.crews@mwv.com">everett.crews@mwv.com</a></td>
</tr>
</tbody>
</table>

## Contact Information

- **General Counsel** - David H. Baker  
  Law Offices of David H. Baker LLC, Washington, DC 202-253-4347 david.baker@dhbakerlaw.com  
- **Executive Director** - Mike Krissoff  
  AEMA, Annapolis, MD 410-267-0023 krissoff@aema.org
Leading producer of emulsifiers for slurry
We manufacture our own unique formula **POLYBIT QP-S**

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**LOW BREAKING EMULSION**
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International Slurry Surfacing Association
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AEMA-ARRA-issa Newsletter 2014 Issue #4
## MASTER CALENDAR OF UPCOMING EVENTS

### 2015

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar 17-19</td>
<td>World of Asphalt – <a href="http://www.worldofasphalt.com">www.worldofasphalt.com</a></td>
<td>Baltimore, Maryland</td>
</tr>
<tr>
<td>Apr 19 – 23</td>
<td>NACE – <a href="http://www.countyengineers.org">www.countyengineers.org</a></td>
<td>Hilton Daytona Beach Oceanfront - Daytona Beach, Florida</td>
</tr>
<tr>
<td>Oct 13 – 15</td>
<td>PPRA 2015 Fall Meeting – <a href="http://www.ppralliance.org">www.ppralliance.org</a></td>
<td>Sheraton on the Falls – Niagara Falls, ON, Canada</td>
</tr>
</tbody>
</table>

### 2016

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feb 23 - 26</td>
<td>AEMA-ARRA-ISSA Annual Meeting</td>
<td>Hyatt Regency Coconut Point - Bonita Springs, Florida</td>
</tr>
<tr>
<td>Nov 1 - 4</td>
<td>AEMA ISAET - <a href="http://www.aema.org">www.aema.org</a></td>
<td>Hyatt Regency Crystal City, Arlington, Virginia</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feb 14 – 17</td>
<td>AEMA-ARRA-ISSA Annual Meeting</td>
<td>Westin La Paloma, Tucson, Arizona</td>
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### 2018

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>Feb 20 – 23</td>
<td>AEMA-ARRA-ISSA Annual Meeting</td>
<td>Renaissance Esmeralda, Indian Wells, California</td>
</tr>
</tbody>
</table>

Updated December 12, 2014
Add Crafo Quality Below Your Surface Treatment To Get The Best Performance

Prepare The Surface Prior To Treatment

Crafo crack sealing operation: crack routing creates a sealant reservoir, Crafo crack vac cleans the crack, Crafo Melter/applicator applies the sealant.

Use Crafo Sealant and Filler
- The FHWA RD-99-143 Treatment Experiment proved:
  - Cracks that are routed and sealed perform more than twice as long as non-routed cracks
  - Crafo sealant demonstrated the longest service life and >50% of non-Crafo sealants "failed" the experiment
  - Crafo crack sealant demonstrated the lowest average annual cost per linear meter of crack
  - Crafo crack filler demonstrated the lowest average annual cost per linear meter of crack

Use Mastic One and PolyPatch for Patching
- Flexible
- Waterproof
- Bonds to AC & PCC pavement
- Long-term solution (5 years + performance)
- Engineered design in premeasured package for consistency and maximum performance, no field blending
- Easy Installation
- Reduce crew and equipment, no compaction compared to hot mix asphalt

Get the most out of pavement preservation when you use Crafo products.

Call Crafo and order your products or schedule a demonstration today!

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MICROSURFACING MACHINERY

schafer-technic precision surfacing equipment utilizes the latest state of the art technology to meet the practical requirements of the construction industry and achieve maximum production efficiency. Through efficient processes a large installation capacity with high quality workmanship is realizable.

The use of time-tested equipment and measuring systems results in constant production of high quality asphalt and slurry mixes. The use of special materials reduces both equipment wear and tear and maintenance requirements, and permits extended use of equipment. Equipment design is “user friendly” and permits easy access and handling.

The ergonomically enhanced design of the operator’s platform permits a flexible, unobstructed use of the equipment. The operator has a clear view of both the control panel and the distribution box, permitting constant control of the asphalt and slurry mixes and their application.

Our new protected pre-spray device provides a totally new concept of constant and consistent quality control during both the layering (bond of layers) and complete installation processes.