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FHWA has announced the formation of a new Pavement Preservation Expert Task Group, the mission of which is to provide a national focus on preservation issues and assist FHWA in addressing the technical needs of the preservation program. The PPETG will meet face-to-face twice a year and virtually twice a year to identify gaps and provide input on delivery of new and timely initiatives in pavement preservation. The first meeting is set for early September and will address two purposes: 1) FHWA is seeking perspectives on what the future national pavement preservation needs are and how the PPETG can best address them; and 2) FHWA is seeking input and support toward establishing focus areas that will be undertaken by the ETG during the next year. Representing AEMA, ARRA, and ISSA are: Mike Hemsley, AEMA ITC Chairman; Todd Thomas, ARRA CORE Vice Chairman; and Rusty Price, ISSA President. Morgan Kessler (morgan.kessler@dot.gov) is the FHWA contact. Please be on the lookout for requests of your input from our representatives.

Asphalt Recycling & Reclaiming Association would like to welcome their new Affiliate Members

Engtec Consulting
100 Hanlan Road, Unit 12
Vaughan, Ontarion L4L 4V8
Canada
Mr. Salman Bhutta
Principal
Salman.bhutta@engtec.ca
905-856-2988

Gallivan Consulting, Inc.
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USA
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President
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317-605-4704

McIntosh Perry
Consulting Engineers, Ltd.
1-1329 Gardiners Road
Kingston, Ontario K7P 0L8
Canada
Mr. Ted Phillips
Geotechnical Engineer
t.phillips@mcintoshperry.com
613-542-3788 ext. 3132

International Slurry Surfacing Association would like to welcome their new Governmental Members

City of Fairfield
420 Gregory Street
Fairfield, CA 94533
Daniel Camara
Maintenance Supervisor
dcamara@fairfield.ca.gov
707-428-7052

City of Midland
300 N. Loraine
Midland, TX 79701
Gabriel McClelland
Transportation Superintendent
gmcclelland@midlandtexas.gov
432-685-7299

Minnehaha County
Highway Department
2124 E. 60th Street N.
Sioux Falls, SD 57104
DJ Buthe
Highway Superintendent
dbuth@minnehahacounty.org
605-367-4316

City of Roseville, California
2005 Hilltop Circle
Roseville, CA 95678
Jerry Dankbar
Senior Street Maintenance
jdankbar@roseville.ca.us
916-223-7775
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Well finally the season is upon us and it’s certainly great to see our membership throughout North America and abroad actively engaged in their respective fields and applications. As most are aware the lead up to this Fall’s PPRA Meetings in Niagara Falls, Canada has been to say the least, extremely active. There has been a tremendous amount of work by all committee members representing AEMA, ARRA and ISSA in ensuring a solid, balanced program. I would like to give a shout-out to Ryan Essex and Rusty Price, both who have been incredible drivers in the program. As we so often hear in sport, “these guys are good”.

I’d also like to give a shout-out to Mike Hemsley from Paragon Technical Services. Mike, who also serves the Association, in the role of Chairman ITC, has been incredibly active this year, having re-engaged both members and the agenda of the ITC. Of particular note is the draft of Ozone Regulations, Recommended Guidelines for sampling and AMRL Round Robin proficiency sampling in concert with Arlis Kadrmas. A tremendous amount has been accomplished to date through the efforts of ITC, and its standing committee members. We thank you for your continued association support.

In June your Board met in Annapolis, MD for our annual spring meeting over two days. With a full-slate on over the two-days, it was great to see all Board members fully engaged in advancing the cause of AEMA. Your Board members this year continue a tradition of solid representation. Please feel free to reach out to myself or any of your Board members on how we can serve you better. Earlier this spring we had submitted to FWHA our “wish list” of projects, that may qualify for federal funding. With some recent personal changes at FWHA our Executive Director Mike Krissoff has been in the process of setting up dates for our initial meeting with the new team of FHWA in Washington. Stay tuned!

As I previously reported, members of the Board met in St. Louis on June 2nd and 3rd to layout the direction of our strategic plan. Under the guidance of Past-President Mark McCollough, with facilitation by Lindsay Matush a significant amount of ground was covered on our path forward. It was certainly enlightening to see the collective engagement we had by all attendees.
Coming out of the strategic meeting were five (5) focus areas for growth that were evaluated and identified:

1) Bond Coats
2) Pavement Preservation
3) Recycling
4) Integrating cold-options
5) Engaging engineering schools

Each focus area identified has been assigned a Team lead and supporting member to move forward on priority initiatives identified. Team leads will be reporting back to the Board in mid-August with having identified high-level objectives. It is anticipated by mid-October that working proposals will be submitted to the Board for approval and execution.

Past-President Mark has agreed to remain on as our ‘Plan Champion’ on this association initiative. Personally, I would like to thank all AEMA members who have provided their time to support the multitude of activities within AEMA. Your commitment is essential to the growth and successes of AEMA.

To all, a safe summer and I look forward to seeing everyone at PPRA-Niagara Falls in October.

Cheers for now...

Archie
I sincerely hope you enjoy our latest AEMA-ARRA-ISSA newsletter in the pages that follow. There is a tremendous amount going on in all three associations and our next PPRA meeting; to be held in October in Niagara Falls Canada is all set to go. As this is prime time construction season I expect that there is also plenty of work going on within all of our members companies. The products and processes represented by ARRA should be in full swing and I anticipate for some road owners they are experiencing these processes for the first time. What a great feeling for our members to finally see the fruits of their efforts to promote the good work ARRA represents and have a road owner embrace the technology and use it in their road asset management programs to their benefit. Yes, there are many more road owners and agencies that need to have their first time with ARRA members, to use our processes and to greatly benefit from them. There is still much work to be done to reach those clients, to get the word out and help them, help themselves. A great way to do so is by using the recently released, brand new BARM II. Get it into their hands and walk them through this unbelievable resource. You can get your copy (or better yet, copies) of the BARM2 (Basic Asphalt Recycling Manual) ordering through ARRA headquarters. We have close to 2,200 copies sold to date but we have many more for our members to use to continue to promote what ARRA does.

In June your ARRA Board met in Annapolis and over a two day period covered significant ground. This included a full planning session to ensure we remain focused on growing the strength of the organization and serving our members. We have a strong Board that is committed to serving our members. As I shared in the Spring 2015 message, you have my word and you have my number (905 726-9518) that myself and your ARRA Board of Directors are indeed here to serve you as members of ARRA, here to further grow this association and continue to strengthen it. We have a long history of great people that served as ARRA Board members, but more importantly we have a long history of great ARRA members. Do not ever hesitate to contact me or any of our Board members to discuss how we can better serve you and more importantly
discuss how you can engage and help make ARRA an ever stronger association.

The Annapolis meetings also afforded us the opportunity to work with the AEMA and ISSA Board members, all together as PPRA to combine our efforts in strategically advancing our key messages forward as one. This has already resulted in a confirmed meeting with FHWA for AEMA-ARRA-ISSA to meet them in the next 6 weeks. We are the voice of the industry, we are the go to resource and FHWA recognizes this. Together as PPRA we continue to create unique opportunities to network and share our successes while always learning ways to improve. This is an outcome we expect from PPRA Niagara Falls. This will all be done with key industry stake holders and the memberships of AEMA and ISSA joining ARRA as PPRA October 13th-15th, 2015. This event will not only share knowledge, but it will provide solutions for road owners, agencies, specifiers and members to deal with infrastructure deficits while utilizing the products and services of AEMA, ARRA & ISSA. Please not only mark these dates down in your calendar, but get these dates into the calendars of your co-workers, colleagues, clients and reach out to new contacts and invite them to attend this very affordable, useful and significant session on preserving and rehabilitating road infrastructure; true asset management. Early registration has been robust and we expect this PPRA event to be our strongest Fall meeting ever, with all key stakeholders present. Registration rates increase after September 10th so I encourage you to register sooner rather than later to avoid higher rates. It will be well worth your while to be a part of this great gathering and I personally hope to see you there.

I would like also to take this time to thank all of our members for being a part of ARRA. It is also a reminder to support ARRA members including our associates and our suppliers because they support what you support. They are a vital part of the Asphalt Recycling & Reclaiming Association so it is very important that we work together. Thank you for your commitment and participation in our association that contributes to keeping the Asphalt Recycling & Reclaiming Association strong, vibrant and responsive to current and emerging issues and priorities. Please be safe, best of success in this construction season and I look forward to seeing you all in Niagara Falls, Canada this October.
As I was reminded that another newsletter is due, I couldn’t help but wonder where the time goes. This summer is passing by quickly. I hope this newsletter finds everyone’s 2015 construction season safe and productive. As I have considered what to write in this newsletter my attention has been centered on the purpose of our association. Why do we exist, what are the objectives, why do so many volunteer their valuable time and are we serving a purpose and making a difference? My message will be brief.

An Association is a collection of resources arranged to accomplish an overall goal. Everything in a non-profit association is ultimately directed to serving clients. Clients are the “customers” of the association’s services. The ISSA mission statement declares we are dedicated to the interests, education and success of slurry seal, micro surfacing, chip sealing and crack treatment professionals and corporations around the world. We are internationally recognized as the authority in asphalt slurry surfacing technology; promote the highest standards of ethics and quality while providing our members with information, technical assistance and ongoing opportunities for networking and professional development.

Organized in 1963, The International Slurry Seal Association has changed and evolved over the past 52 years. The association was formed by a small group of contractors in a specialized business environment. When the slurry seal workshop was first introduced in the mid to late 80’s, it was a concept in the development of equipment operations and employee training.

Change is inevitable whether we like it or not. The International Slurry Surfacing Association, now also serving the interests of chip seal and crack seal treatments has, as the country music song best expresses “we’ve come a long way baby”. Our customers or maybe better said “partners” have grown and changed with the evolution of the association itself. We are currently working with AMRL on mix designs and laboratory certification. Working with the FHWA on training and the possibility of future research and education.
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Productively working with AASHTO on specifications and committees to improve the products we avidly represent. Our relationship and collaboration with NCPP and FP2 is supporting and helping both the association and industry with education, training and research. Our audience at the workshop has changed and grown.

Even though we are a small association that is still specialized in nature, I hope our members and other customers feel we are working hard to make a difference. We are diligently striving to fulfill the needs and objectives of our customers. I believe we exist because we are passionate about what we do and want to make it better. Lastly I am appreciative to those who serve the needs of our customers on a volunteer basis with their time and effort.
Many of you will recall Jim Sorenson, the “go to” guy at the Federal Highway Administration for all things pavement preservation and in-place recycling. It has been several years now since Jim’s passing and, though we still have a good relationship with our friends in Washington, we really haven’t that one strong advocate looking out for our interests in the federal bureaucracy. Butch Washin, Bryan Cawley, John Bukowski, Morgan Kessler, Jason Harrington, Butch Waidelich, Jason Deitz, Lee Gallivan, and more have all had hands on various programs and projects for us but due to retirements, some internal reorganizations, and changes in administration and politics, the coordination and communication suffered.

Enter Hari Kalla, the new Director of FHWA’s Office of Asset Management, Pavements & Construction. Mr. Kalla will not necessarily be our new “go to” guy, but his appointment has served as the catalyst for a September 22 meeting with key representatives from AEMA, ARRA, ISSA & FHWA. He is already familiar with our organizations and looking forward to getting to know us better, as we are him.

As always, time is limited but we hope to address general items of mutual interest, and then segue into more specific topics if time permits and, if not, at least have a pathway established for appropriate and timely follow-up.

Our Associations and FHWA both offer a wide range of resources. One of our goals is to review these resources to ensure that all parties know what is available and how to take advantage of them to their highest and best use. The AEMA, ARRA, and ISSA Boards are interested in growing their partnerships with FHWA
to further our mutual interests in enhancing the technology and expanding the use of the pavement preservation, recycling, and rehabilitation products and services. Our tool boxes, without a doubt, are equipped with a wide range of alternatives, all of which, when applied to the right road at the right time, result in a savings to the agency with a substantial decrease in life cycle costs of the road and to the taxpayer. We need to reinforce with FHWA the availability of these resources, and we need to know what they have, how we can use, and investigate working together to fill other needs.

ISSA has partnered with FHWA to produce three modules of web-based training (two on slurry/micro, one on chipseal) and is in the process of completing work on a second round, two more modules (one on crack treatment, one on spreaderbox principles). ARRA has partnered with FHWA to produce an annual ARRA/FHWA In-Place Regional Recycling Conference for the past several years in various venues across the country, and the new edition of the Basic Asphalt Recycling Manual.

If memory serves, years ago, FHWA had personnel to take lead roles in developing everything from training, to awareness campaigns, to publications, and more, and they came to us for guidance, input and other forms of assistance. My understanding is that now, even though FHWA has not much money, it has more money than available personnel for these projects. While there are no guarantees, and don’t let me get your hopes up, AEMA, ARRA, and ISSA, with input from their Technical Committees, have prepared lists of priorities for Federal funding if, in fact, any is available.

We plan to bring to FHWA’s attention the need for:

- Web-based training for subjects like introductions to CIR, FDR and HIR; and Safety, Handling, Storage, and Transport of Asphalt Emulsions; and Mix Design Tutorials, and AMRL Laboratory Accreditation;
- Financial assistance to bring State personnel to training programs similar to ISSA’s annual Slurry Systems Workshop;
- Research to validate conclusions of the synthesis reports;
- Support for FHWA technical briefs;
- Best practice guidelines for cold recycling, cold planing and full depth reclamation;
  - Participation in the NCAT Study;
  - Publication and/or Webinar on Performance Guidelines for Asphalt Emulsions;
  - University Level Educational Materials and Training;
  - Regional In-Place Recycling & Pavement Preservation Seminars;
  - Develop a recycled pavements decision tree for project selection;
  - Document/survey performance life of the in-place recycling techniques;
  - Develop test procedures to better evaluate when in-place recycled pavements have cured sufficiently to allow opening to traffic and placement of the final wearing surface;
  - Printing of Pocket Guides for In-Place Recycling & Reclaiming Disciplines;
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• Revisions to ISSA's Inspectors Manual and Micro Surfacing Guidelines, with distribution to Agencies; State DOTs, Local Government Agencies, FHWA, etc.;
• Certification Program for Contractors/Inspectors; and
• Technical Brief to Define a Method of Measurement and Payment for Slurry Surfacing Materials-----Ton of Aggregate and Gallon of Emulsion versus Square Yard Measurements

That's quite a list, we know. And we don't expect to get through it in one meeting. We do, however, hope to get this list before our colleagues at FHWA, identify items of mutual interest and need, and determine if we can start accomplishing some of them by working together.

Participating for us will be:

**AEMA – Asphalt Emulsion Manufacturers Association**

- Todd Ryne, Treasurer, Akzo Nobel Surface Chemistry
- Bob Huitt, Director, Russell Standard Corporation
- Mike Hemsley, Paragon/Ergon, Technical Committee Chairman

**ARRA - Asphalt Recycling & Reclaiming Association**

- Ryan Essex, President, Miller Paving Ltd.
- Steve Cross, Technical Committee Chairman, Oklahoma State University
- Todd Thomas, Technical Committee Vice Chairman, Colas Solutions Inc.

**ISSA - International Slurry Surfacing Association**

- Rusty Price, President, Intermountain Slurry Seal Inc.
- Carter Dabney, Vice President, Slurry Pavers Inc.
- Bob Jerman, Technical Director, MWV

We hope to provide an update in the next issue of the newsletter.
AEMA received a letter/e-mail from a regulatory group concerning DRAFT Ozone Comments. Everett Crews responded to that letter/e-mail. The AEMA BOD is preparing a position as a result so our industry will be prepared to address any issues that arise.

The Recommended Guidelines for Sampling Asphalt Emulsions has been completed and is now located for membership use on the website.

The rewrite of the Recommended Performance Guidelines is ongoing. A current copy is in the hands of several of the volunteers for review. Other volunteers are currently reviewing term agreement in the new document.

Emulsion Task Force/Group update. Arlis Kadrmas has indicated that the update for the ETF/ETG is in the emulsion specifications for AASHTO. This includes having the Ash Content as an option for solubility. Colin Franco is working to get things published. The Micro Surfacing and Chip Seal guidelines are being finished. A Cold In-Place Recycling guideline is being introduced.

AMRL Round Robin. AMRL and Arlis Kadrmas have been working on a second round robin to be conducted by AMRL again on the upcoming emulsion proficiency samples. The volunteer participation was at 30 total laboratories in the first round robin with several of those labs being determined to be either outliers or having provided invalid data for the various tests. The testing that was requested was phase angle and G*/sinδ at 58°C and 64°C. Multi-Stress Creep Recovery (MSCR) was also requested at 0.1 and 3.2 kPa along with the Percent Difference in recovery. The all of the extra data, the phase angle, DSR, and MSCR testing seemed to have reasonable results but all of the standard deviations are five to seven (5 to 7) times higher than the equivalent PG asphalt data but the results also seem to be dependent on the test temp. It will be interesting to see what the 2nd round provides and if the data set gets better since the testing labs are becoming more accustomed to this type of testing.

Asphalt Emulsion – Low Temp Residue Recovery. AASHTO PP-72 Method “B” – is currently considered acceptable for emulsion residue recovery and subsequent DSR testing. ASTM D7497 is in the process of being modified to show the options of PP-72.

The ash content is being looked at as a replacement for solubility for emulsion residues. The issue here is that the polymers in the emulsion residues clog the filter paper that is used in the solubility test due to the polymers not being soluble in the solvent that is used. The un-dissolved polymers are subsequently counted as insoluble material. Since the solubility test is an indicator of the quality of asphalt being used, as well as the Ash content, substitution should not be an issue. It has also been found by the CTAA along with some member companies that the ash content is a suitable replacement for solubility. Data has been gathered and a presentation was made at PPRS. Initial work indicates that a 1% maximum ash content would
be acceptable. This is being considered for incorporation into the AASHTO Emulsion specs by the ETF.

VOC’s in asphalt emulsions. Arlis Kadrmas has given this presentation at an ASTM meeting and at PPRS. This presentation is based off of work that has been ongoing at BASF. BASF has been able to determine relationships of distillate levels, which are seen in the distillation process, to VOC’s in an asphalt emulsion. BASF is currently working on the issues of different types of solvents and the levels of those solvents as it relates to the VOC levels and the results on the emulsions previously tested at BASF. Arlis has indicated that feedback from the BOD is desirable along with being available to present this information at an upcoming meeting.

Educational Committee – As reported at PPRS, The committee would like to recommend that AEMA pursue the web based training with the FHWA. Safety, Storage, Handling and Transportation of Asphalt Emulsions should be our initial topic. Barry Baughman, our Educational Committee chair, is also pursuing and obtaining information from Universities on curriculum and or programs being used for teaching about Asphalt Emulsions and Pavement Preservation. Barry is also looking into what determines a “graduate level” course and how it would differ in requirements from an undergrad course.

Barry is currently having difficulty getting his “foot” in the door with the colleges and universities. In my opinion he needs help getting the initial contact made with a professor so he can identify needs and the current programs that they are using. If there are any members with specific contacts at any of the universities or colleges, please forward that information to the AEMA ITC.
ARRA had a very successful 2015 World of Asphalt Show & Conference back in March. We had three sessions covering our in-place recycling techniques of hot in-place recycling, cold recycling and full depth reclamation. The sessions were so well received that NAPA decided to repeat two of the presentations as webinars. The topic of the webinar was 100% Recycling: Cold Central Plant Recycling (CCPR) and Full Depth Reclamation. The webinar was presented by ARRA members Don Matthews of Pavement Recycling Systems, Inc. and Kevin McGlumphy of Bituminous Technologies, respectively. The webinar will be available for viewing on the NAPA web page.

The Transportation Research Board (TRB) will be hosting a webinar on Cold Central Plant Recycling – A Proven Paving Approach Using 100% Recycled Materials. The webinar will be presented on September 3, 2015 from 2 – 3:30 pm eastern time. The webinar will cover mix design and placement of CCPR material, the field trial on I-81 in Virginia and results from the CCPR test sections at the NCAT test track. Presenters are Trenton Clark of the Virginia Asphalt Pavement Association, Brian Diefenderfer of the Virginia Center for Transportation and Innovation, and Don Matthews of Pavement Recycling Systems, Inc. More information, including registration, can be found at http://www.trb.org/Calendar/Blurbs/172937.aspx.

ARRA has been assisting the Transportation Curriculum Coordination Council with the development of web based training courses for hot in-place recycling, cold in-place recycling and full depth reclamation. These training courses are designed for local, county and state owner agency technicians/inspectors. They are also useful for individuals who need awareness or basic understanding of these in-place recycling techniques. The training is meant to provide inspectors with a background on when, how and why these methods are selected and used. The courses are intended to provide an overview of the process, an explanation of...
pre-production, full production and post-production inspection activities.

The cold in-place recycling course (NHI No. 134114) has been available for over a year and can be found at www.nhi fhwa.dot.gov or www.tccc.gov. Links are available on the ARRA web page. The hot in-place recycling course is nearing completion and should be posted later this year. It appears the full depth reclamation course will be available next year.

Finally, the planning committee for the PPRA fall meeting in October in Niagara Falls has put together another excellent meeting. Additional information can be found in the newsletter and on our web page. Hope to see everyone there and come prepared to participate in the ARRA Committees on Research and Education (CORE) working sessions where we will be working on finalizing our guideline series that address current recommendations on construction practices, mix design practices and construction quality control procedures. Completed guideline documents are posted on ARRA’s web page (www.arra.org) where they available to anyone to download by clicking on the RESOURCE tab on the main page and then clicking on Guidelines.
Embracing change seldom means taking the path of least resistance. However, taking the path of least resistance seldom generates great reward. For many years, we’ve posted a list of ISSA member laboratories on the ISSA website. However, we don’t have accreditation authority for any of those labs. As ISSA members, these labs engage in design and/or technical support of one, or more, of ISSA’s supported pavement preservation disciplines, as well as other industry-related services. Many of them have certain aspects of those services already accredited. Those may include asphalt testing, emulsion testing, aggregate testing, or even hot mix design. Currently, there is no accreditation program for slurry seal or micro surfacing design. Agencies are hungry for quality, high performance pavement preservation technologies to meet the needs of their pavement management programs in a world of ever-tightening budgets. They want confirmation that the products for which they are paying are designed by qualified laboratories.

Everyone in this industry recognizes the tremendous brand recognition of the AASHTO Materials Reference Laboratory (AMRL). As our partner in this journey, the team from AMRL has been working with us for over a year to develop a Lab Assessment Program (LAP) using the ISSA Technical Bulletins as the foundation for the assessment worksheets. We’re very close to beginning initial laboratory assessments for slurry seal and micro surfacing design.

News regarding this program is exciting and will generate many, many questions from each of you. The goal of this message is to inform everyone that this initiative was not only underway but is nearing launch. As with any new venture, there will be challenges. We’ll do our best to address them in a timely fashion in order to deliver a quality program to every member. Look for additional news and details in upcoming newsletters and during the PPRA 2015 Fall Meeting in Niagara Falls.

So, what’s the reward referred to at the beginning? It’s one step in a multi-faceted approach to improved credibility and validation of two of the best pavement preservation technologies available today. It’s one more asset for you as an ISSA member to use in promoting quality performance with ISSA and AMRL brand recognition. Please join us in welcoming “Team AMRL”. Together, we win. Thank you for your support.
We had a very successful AEMA Marketing Strategy Retreat in St. Louis, MO back in June. We met to define AEMA’s marketing strategy that will be needed to achieve our goal of doubling the emulsion gallons used in North America by 2020. We discussed what marketing activities AEMA has used in the past, what worked and what did not. We outlined 3 different marketing opportunities for AEMA and its members. The 3 marketing opportunities included:

- Bond Coat Marketing Strategy
- Pavement Preservation Marketing Strategy
- Recycling Marketing Strategy

We also identified two additional emulsion promotion opportunities that complement the 3 marketing opportunities:

- Develop Allies with the Hot Mix Association(s)
- Develop Curriculum at Engineering Schools to Teach the Uses/Benefits of Asphalt Emulsions

In each of the marketing strategies and promotion opportunities we identified who, what and how.
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.
identified; WHO do we need to convince, WHAT we need to convince them to do and HOW will we convince them to act accordingly.

The Pavement Preservation sub-committee identified the Market/Decisions Makers (WHO) as Legislators and Owner/Agencies. We identified that we need the legislators to (WHAT) redirect budgets to pavement preservation. The Owner/Agencies need to be convinced to (WHAT) embrace the value pavement preservation products/techniques, understand the impact they have on improving their declining pavement condition index and quantify/advertise pavement preservation success stories. Our strategies and tactics will include (HOW):

- Partnering with FP2
  - Keep stakeholders apprised of progress & success
- Refine Messaging
  - Success stories & turnarounds
  - Increase pavement condition index
  - Develop toolkits for State & Local government & Public Works
- Toolkit for state & local government & public works
  - Predict & showcase their successes
  - Justify investment
  - Navigate options (Balt. Pres)
  - Cost – Benefit tool
- Get tools for PC measurement in AEMA format
- Explore Awards to raise profile & demand of PP –
  - Sorenson Award
    - Elevate & create higher profile
    - Generate more press
    - Consider raising money for the city somehow through the award
      - other “greenest” city awards
      - state by state award - raise $ for city
      - Green Roads Network certified - proactive in pavement preservation
      - Top 10 lists of green cities
        - Consider a certificate of appreciation or certification for green roadways that we could award to cities for adhering to certain principles & practices (i.e., pro-activity & pavement quality)
- Utilize NCAT Research
- Develop AEMA brandable content creation for members – power point presentations, videos, messaging
- Equip members to deliver presentations at conferences, meetings, etc.

The Pavement Preservation sub-committee is comprised of Bob Huitt, sub-committee chair, Mark Ishee (AEMA representative), and Wade Miller (ISSA representative). We will be meeting very soon to begin working on refining our message and developing the toolkit the Market/Decisions Makers will need. If you have ideas or would like to help, please contact one of us. All of us should be in Niagara Falls in October and we would be happy to discuss our progress with you.
ROADSAVER IIIG

**ONLY 1 ENGINE TO:**
- Maintain
- Listen To
- Fuel/Oil/Filter

- Quiet Operation - Significant Reduction in Decibels
- Less Maintenance Costs
- EPA Friendly
- Tighter Turning Radius
- Lighter = More Payload
- Surplus Power

Call Randy and Say **Goodbye**
At press time comes news of the targeted Pavement Preservation & Recycling topics to be presented during the educational and training sessions at the next World of Asphalt, March 22 – 24, 2016, in Nashville, Tennessee. More specific details, as well as registration information, will be posted at http://www.worldofasphalt.com/. AEMA, ARRA, and ISSA have assisted in providing the following speakers, and will be onsite with exhibit space:

**Choosing the Right Pavement Preservation Treatment**  
Jim Moulthrop, FP2 Inc.  
David Peshkin, Applied Pavement Technology, Inc.

**Combination Treatments for Pavement Preservation**  
Pierre Peltier, Terry Asphalt Materials, Inc.

**Slurry and Micro Surfacing Systems for Pavement Preservation**  
Eric Reimschiissel, American Pavement Preservation

**Everything You Need to Know about Chip Seals and Fog Seals**  
Brian Horner, E.D. Etnyre & Co.

**Best Practices for Crack Treatments**  
Tom Kelly, Crafco Inc.

**Cold In-Place and Cold Central Plant Recycling Best Practices**  
Bruce Wehr, Asphalt Materials, Inc.  
Darren Coughlin, Coughlin Company, Inc.

**Where In-Place Recycling Fits into Pavement Maintenance**  
Stephen Cross, ARRA/Oklahoma State University

**Full-Depth Reclamation and Hot In-Place Recycling Best Practices**  
Jonathan Pease, Rock Solid Stabilization and Reclamation  
John Rathbun, Cutler Repaving Inc.
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Available for Wirtgen® and Roadtec® milling machines

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The modern automobile offers massive gains in safety over earlier generation vehicles. Occupant protection levels have been improved due to crash testing regimes that have ensured vehicles will not collapse catastrophically in the event of an impact. Braking systems are more effective and reliable, with ABS preventing skidding in wet weather conditions. The prospect of autonomous vehicles in the near future offer further safety gains to come.

But right now, there is a problem. Too much technology is being packed into cars. The ability to access the Internet or hook up a smartphone to a vehicle poses a major risk. Navigation systems are also a cause of concern, particularly those that require the driver to use touch-screen systems. Wheel-mounted controls are again being fitted by some manufacturers that have realised touch-screen technologies are inappropriate for the driver to use.

In the UK, the Institute of Advanced Motorists (IAM) is aware of the issue and has warned that car manufacturers are building high-tech distractions into their new vehicles. The IAM says that some vehicle interiors are now so comfortable they are effectively living rooms.

Safety is being compromised by the fast pace of technology and the eagerness of car makers to pack more gadgets onto dashboards. The IAM believes that the main areas of concern are sophisticated satellite-navigation and GPS systems, smartphones that mirror tablets and easy connectivity of internet and social media.

But guidelines suggested by the US Department of Transportation and National Highway Transportation Safety Administration (NHTSA) could point the way ahead. These guidelines say drivers should be restricted from using certain non-essential forms of technology while the vehicle is in motion. They also say car makers should not introduce any technological development which takes the driver’s attention off the road for longer than two seconds. And these voluntary guidelines are to be phased in over the next three years to address this large-scale problem in the USA.

The problem is severe and US Federal data figures showed in 2011 that crashes involving a distracted driver killed 3,331 people and injured another 387,000. And for younger drivers the problem is worse. Car crashes are the main cause of death of teenagers, and a quarter of all teen-driving crashes in the US are attributed to distracted driving. Unless new rules similar to those proposed by the NHTSA are introduced internationally, the recent gains made in many countries on road safety could well be reversed.

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Innovative Emulsifier Chemistry with Outstanding Features:

Enhanced Emulsion Stability
Best-in-class in producing pump, sieve and settlement stable dilute and non-dilute emulsions

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Avoids biological growth in emulsion and resultant odor issues

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Low viscosity and no need to add caustic when producing soap

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6502 South Yale Avenue | Tulsa, OK 74136 | 918-960-3800 | www.roadscience.net
I hope that you are off to a successful season, despite the unpredictable weather that we have had this summer. Certainly our late summer and early fall paving seasons will be hectic with last minute attempts to fulfill contracts and commitments. I wish all of you the best of luck!

Next year’s theme for the ISSA Slurry Systems Workshop (SSWS) is “Spring Training.” As I mentioned in my previous letter to the ISSA members, I want us to take the approach to the workshop as our industry’s spring training. In professional baseball every year there is a spring training camp. This camp is not only for rookies, but for veterans as well. To re-learn what they may have forgotten in the off season and to condition their bodies for the grueling schedule of games ahead of them. We, as an industry, need to take the same approach. Regardless if you are rookie or a seasoned veteran this workshop is your training camp to prepare you for the upcoming season!

Planning for the ISSA Slurry Systems Workshop (SSWS) is in full swing. We are rounding second and heading for home! We have been very fortunate to have early commitments for the 2016 demo. Included in the demos will be:

- Bergkamp is set to conduct the micro surfacing demonstration. They will be showcasing the M310 paver with electronic mix controls which is sure to impress.
- VM Fiber Feeders, Inc. will demo their Nomad Fiber Dispenser will be mounted to a Slurry Seal Truck with the assistance of Intermountain Slurry Seal. If you are interested in Fiber Reinforced Slurry/Micro Surfacing you won’t want to miss this part of the demo.
- Western Emulsions has teamed up with Nevada DOT to place a scrub seal with RAP cover aggregate provided by Pavement Recycling.
- American Pavement Preservation has committed to showcasing their TYMCO sweeper.
- Crafco will be out in full force to demonstrate the crack fill and treatment capabilities.
- Etnyer will have one of their distributors in the equipment parade.
ACE™ Grade and Slope Control system automates the elevation of your machine in the most precise and user-friendly way possible. New graphic displays allow the crew to easily select, calibrate, and control sensors with minimal time and effort.

Roadtec’s FXS™ dust extraction system increases safety and operator comfort by pulling dust from the primary conveyor and ejecting the particles into a dump truck beside the secondary conveyor.

Guardian™ Telematics allows owners and service technicians to remotely monitor machine activity and production in real time. Roadtec service technicians can make machine adjustments remotely, giving you quick and simple troubleshooting with immediate benefits.

BOOST YOUR SUCCESS TODAY VISIT ROADTEC.COM
I want to thank all of you that have committed to donated time and resources to the success of the ISSA SSWS 2016 demo. It is very much appreciated!

To be more intentional in our attempt to further your education and experience the ISSA SSWS committee has decided to have four breakout sessions during the workshop. During these sessions you will leave the main conference room and move to a room of your choice. The four breakout sessions are:

1. Micro & Slurry Surfacing
2. Chip Seal
3. Crack Fill Treatments
4. Technical

The three breakout sessions for the surface treatment will cover best practices, proper application of materials, trouble shooting and ISSA guidelines. The Technical breakout session will cover emulsion chemistry and manufacturing, particle size analysis and other technical topics. Time will be set aside at the end of each individual breakout session for a discussion panel to answer any questions that the attendees might have. ISSA member volunteers will be a part of the discussion panel team; these are experienced and respected individuals within our industry who should be able to answer any questions that you might have.

There will also be a strong focus on what is happening in our industry. Some of our excellent speakers will include

- Buzz Powell from NCAT to discuss the findings at the NCAT test track.
- Tom Woods from Minnesota DOT to discuss a DOT’s perspective on pavement preservation.
- Chris Lubbers from Kraton Polymers who will give us an update on what the Emulsion Expert Taskforce group is doing in partnership with FHWA.

The workshop will also add to the experience with hands on training. This training will focus on the in-depth calibration of Bergkamp paver and its controls. The training will allow the contractor to be assured that they are accurately applying the correct material at the job. As in years past there will also be mix tables. These tables give the attendee a chance to experience hands on testing of materials that are used in our industry. The tables will consist of:

- Troubleshooting for micro surfacing and slurry
- Hand mixes for micro and slurry
- Chip seal
- Troubleshooting designs
- Crack fill treatments
- A laboratory equipment showcase and demonstration

Finally, we are introducing a new sponsored event in the lower level of the Texas Station Hotel and Casino. This will be a bowling night event with games and prizes with plenty of food and refreshments. We are excited about this event! Not only is it a change of pace from our traditional evening sponsored events, but it brings us all together for a little friendly bowling competition.

I would like to encourage you all once again to attend the ISSA SSWS 2016, regardless of how many years of experience you have or how many times you have attended a SSWS in the past. You will not be disappointed and I can guarantee that you will walk away with a greater understanding of our industry... your industry.
NEW VSS STV™
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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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Grow your business, enhance your versatility and control your quality by making your own emulsions. Emulsion Plants available in sizes producing 8, 16, 25, 40 and 75 tons per hour. Both stationary and mobile plants available. Popular sizes in stock. Call us to discuss your needs.
It has been several months since the death of Keith Davidson, yet the shock of his passing still resonates throughout the asphalt industry. The industry not only mourns for an experienced innovator whose expertise cannot be matched, but much more for a friend and colleague; quick with smile and ready to lend a hand when one was needed.

Indeed, Keith Davidson will be missed. But while the hurt is still there for those who knew him, with the passage of time comes reflection, providing the opportunity to remember a man who loved life and was dedicated to his job.

“Keith was a good guy, plain and simple,” says John Carrick Jr. of McAsphalt Industries Limited. “Keith was well respected in the North American asphalt industry and the civil engineering community, but what made him special was his common sense approach and his down-to-earth communication that will be sadly missed in today’s road building fraternity.”

Born in Deep River, Ontario, Keith attended the University of Waterloo where he graduated from the civil engineering co-op program and was interviewed by McAsphalt shortly thereafter in 1973. John Carrick Sr. and Leo McArthur (now of Miller Paving) must have liked what they saw as Keith was hired as employee #9 of the newly minted McAsphalt. The rest was history in the making.

Joining the renowned Dr. Norman McLeod in a small lab, the two started from humble beginnings and helped grow the company into a sizeable engineering and consulting firm in Toronto. “They worked well together,” says Carrick. “Norman McLeod was so well known in the industry, and when he came to us after his retirement from Imperial Oil he brought his reputation with him. It was a great learning experience for
Keith and they brought a lot of credibility to John and Leo’s expanding asphalt and emulsion business.”

Soon the firm gained international exposure leading Keith and Norman to travel the globe with stops in the Middle East, Asia, Africa, the West Indies and Australia. The two became known as the “asphalt specialists” in the industry. When McLeod retired, Keith took over and armed with the knowledge he gained from McLeod, plus his own unique innovations, grew his reputation as an industry expert.

“From an outsider’s perspective you would think the asphalt industry is very meat and potatoes, blue collar type of work,” says Carrick. “And certainly there is that aspect, but there are lot of highly trained, highly educated people in our industry and Keith was one of them. The innovative approach was very scientific.”

Carrick believes Keith Davidson’s career mirrored that of the leaps in innovation that have been made in the paving and emulsion industry since the 1970s. He considers that no coincidence. “He played a large role to make those changes happen. He was a part of it all.”

As Keith had learned from McLeod, he made sure he repaid those lessons by mentoring those who followed him. One of those he helped guide is Salman Bhutta, now of Engtec Consulting Inc. “I learned so much from Keith. He taught me so much about this business,” says Bhutta about his time with McAsphalt. “I still find myself wanting to reach out to him and ask him his advice. As to his impact on my life, next to my own parents he is at the top. It is just not the same without him.”

Bhutta, like so many that worked within the McAsphalt group of companies, learned to rely heavily on Keith for advice, advice that Keith would willingly provide knowing full well how he himself had relied on Norman McLeod. In Bhutta’s case, freshly arrived from schooling in the U.S., he needed to know how to do business in Ontario. Keith provided the answers.

“Without hesitation he was there for me,” Bhutta continues. “All my knowledge about hot mix comes from the knowledge imparted by Keith Davidson. He introduced me into what the reality is in Ontario – it’s different from what we learned in the States – and he taught me and so many others very well.”

Keith’s power of recollection was legendary as he was able to summon past projects easily, describing what was done to complete the job. “There was no problem that he couldn’t solve,” says Bhutta.

“Whatever you went to him with he had an answer, mostly because he had confronted it before. The solution was always right there for him.”

And, to complete the high praise, Bhutta says he often referred to him as “the god of asphalt” because the knowledge and specs Keith possessed and created are used in the industry to today.

During the past year Keith had been winding down his career, working part-time hours in preparation for his retirement at age 65 later in 2015. Carrick credits Keith’s mentorship role for allowing those who followed to continue his good work both at McAsphalt and abroad and also at the University of Waterloo where he was a guest lecturer. “Keith really did prepare his successors. He was an irreplaceable guy, but he made sure everything was in place so that we could continue,” Carrick says.

But it isn’t just the work and commitment to the industry that has been lost. Known for having a great sense of humour and a passion for talking about the sports he loved, Keith’s presence as a friend will leave a void for those who knew him. He loved golf and a great vacation for him would be a trip to the Masters in Georgia each year, says Carrick. And, as a life-long football fan, he was responsible for organizing the weekly office pool for 36 years.
“That’s what really endeared him to colleagues,” Carrick says.

“He liked to tell jokes and make people laugh. We were golfing buddies and he was one of the guys you could go out to lunch with. Knowing that he is no longer there to have a chat with or to seek out for solutions is going to be difficult. Keith had an impact on our lives. We will remember him well.”

James Keith Davidson died February 15, 2015. He leaves his longtime companion, Lana Louis, and her children Stephanie, Elissa and Christopher, as well as his two brothers, Grant and Ross.

Some highlights of Keith Davidson’s career

- Authored or co-authored over 50 technical papers that have been presented worldwide
- President of the Canadian Technical Asphalt Association in 1996
- Chair of the Asphalt Emulsion Manufacturers Association’s International Technical Committee and nominated for the Association’s Hall of Fame Award this year.
- Active member of the following associations: AAPT, APEO, ASTM, TRB, ISAP, AAPA
- Provided engineering support for the introduction of several asphalt and emulsion technologies in Canada:
  - Open graded cold mixes
  - Cold in place recycling
  - Base stabilization - emulsions and foam
  - Microsurfacing and slurry seals
  - Chipseals and surface treatments (conversions from cutbacks to emulsions)
  - Polymer modified asphalt and emulsions
  - Stone mastic asphalt
  - PGACs and superpave mixes
  - Rubber modified asphalt and crack sealants
  - Warm mix technology
AEMA-ARRA-ISSA AWARDS

AEMA Hall of Fame Award
Hall of Fame Award is presented to an individual, active or retired, who is or was employed by a member firm, who has made a substantial contribution over the long term to the development of the Association or the advancement of the emulsion industry.

AEMA Recognition of Achievement Award
Recognition of Achievement Award is presented to an individual, active or retired, who has made a significant contribution to emulsion technology or the advancement of the emulsion industry.

AEMA Presidents Award
The AEMA President’s Award: given at the discretion of the AEMA president for special recognition not afforded by the AEMA Hall of Fame or Recognition of Achievement Awards.

AEMA Past Presidents Award
The AEMA's Past Presidents’ Award for Emulsion Excellence is presented in recognition of a specific project utilizing asphalt emulsions, completed in the past calendar year. Projects submitted could include the use of emulsions in pavement preservation applications, pavement rehabilitation applications or the use of emulsions in building pavement structure.

ARRA Special Recognition Award
Each year, ARRA has presented special recognition awards to deserving public officials and consulting engineers for their overall professional contribution to and their recognition and their promotion of the asphalt recycling & reclaiming industry.

ARRA President’s Award
The ARRA President's Award is presented periodically, at the discretion of the President, to an individual who has, through long term involvement, worked to advance the goals of the Asphalt Recycling & Reclaiming Association and to promote the growth and technological advances of the industry. This award was officially renamed in 1996 to honor Richard E. Lowell.

2015 Roads & Bridges/ARRA Asphalt Recycling/Reclaiming Awards
See Page 63 on more details of this joint award.

ISSA President’s Award for Excellence
Created with the beginning of the new millennium in mind, the ISSA President's Award for Excellence was established to recognize those contracting achievements that exemplify the International Slurry Surfacing Association – the highest quality, workmanship and best standards of practice.
Roads & Bridges magazine and the Asphalt Recycling and Reclaiming Association (ARRA) make it easy to nominate projects for the prestigious Asphalt Recycling/Reclaiming Awards.

Click here to nominate your top asphalt recycling/reclaiming project. Make sure to include information about the project challenges on your entry.

All nominations are reviewed by the Roads & Bridges editorial staff and ARRA's executive committee. Upon completion of the review process, top projects in the following categories will be determined: Hot In-Place Recycling, Cold In-Place Recycling, Cold Planing and Full-Depth Reclamation.

Projects that qualify must have been in the design or construction phase over the past 18 months. Past winners are not eligible for the 2015 list.

The Roads & Bridges/ARRA Asphalt Recycling/Reclaiming Awards recognize recycling projects. They are separate and distinct from ARRA's Annual Excellence in Recycling Awards to public agencies and consulting engineers.

The deadline for entries is November 23rd, 2015.
ANNUAL MEETING

SAVE THE DATE

FEB 23 – 26, 2016

HYATT REGENCY COCONUT POINT
BONITA SPRINGS, FLORIDA

HOTEL RESERVATIONS TO BE ANNOUNCED SOON
REGISTRATION WILL BEGIN AUGUST 12, 2015

FOR MORE DETAILS VISIT
AEMA.ORG ARR.A.ORG SLURRY.ORG
In 2010, Forbes, in association with Google, released the “Video in the C-Suite: Executives Embrace the Non-Text Web” white paper. They shared findings that “Video is becoming a critical information source for senior executives. More than 80% said they are watching more online video today than they were a year ago. Senior executives are also turning to video more frequently. Three-quarters (75%) of executives surveyed said they watch work-related videos on business-related websites at least weekly; more than half (52%) watch work-related videos on YouTube at least weekly.”

“Work-related video can drive senior executives to take action. Overall, 65% have visited a vendor’s website after watching a video. Younger executives, however, may be more fully engaged with this type of media, and appear more likely to make a purchase, call a vendor, or respond to an ad.” Forbes also noted that “39% have called a vendor after watching a video.”

This was 2010! Video viewership through mobile devices and home computers have only increased. And this is where we need YOUR help!

We want to begin leveraging this medium to show the amazing work done by our members when the disciplines of our association are done and how pavement preservation really looks.

We need you to send in videos of your work so we can put them together to create examples of our disciplines in action. Help us show municipalities, agencies, and decision makers how our associations’ pavement preservation efforts are not only cost effective, but a great experience for their roads, constituents, their environment, and their bottom line.

Here are some tips on how to format your videos so we may use them:

- You can shoot a video with your phone camera, but you want to do so by holding the phone horizontally. Doing this will capture the video the way your computer will display it. Otherwise you get large black vertical bars on either side which will not represent your work in the best fashion.

- I would also recommend that you set your phone to record at the 16:9 aspect ratio. This means its screen resolution should be 720p and 1280 pixels wide x 720 pixels tall.

- YouTube is a video streaming site. So if you want to upload an audio track, a slideshow, a PowerPoint presentation or a cartoon to YouTube, you should encode it into a video format. YouTube states that the best format to use is MP4 (standard, HD and Ultra HD 4K quality).

- You MUST own the copyright on any audio and video that you submit. While it’s great that AC/DC’s Back in Black fits perfectly with your video...if you don’t have permission...we can’t legally use it.

- Your videos cannot be commercials for your company, but must show the work, and disciplines being done. They should not have your logo overlaid on the video, voice overs talking about your company, or anything that shows greater focus on your company than the disciplines we are trying to educate the public and decision makers on with these videos.

Once you have your videos ready, email me at dougherty@krissoff.org and we will coordinate the best way to send them over.
ASPHALT EMULSION MANUFACTURERS ASSOCIATION

6th International Symposium on Asphalt Emulsion Technology

FIRST ANNOUNCEMENT AND CALL FOR PAPERS

ISAET ‘16

Manufacturing, Application, and Performance

November 1 - 4, 2016
The Hyatt Regency Crystal City
Arlington, Virginia

THE CONFERENCE

Organized under the auspices of the International Bitumen Emulsion Federation, this symposium, spawned by the “First World Congress on Emulsions” held in Paris, France, in 1993, will be the sixth of a series of symposia dedicated to the international asphalt emulsion industry. As with the World Congress on Emulsions, these symposia are held at four year intervals.

SCOPE

The symposium will embrace research and practice with respect to manufacturing, use and performance of asphalt emulsions. The 2016 conference will provide a forum for discussion of leading research work, encourage presentation of case studies demonstrating the implementation of research into practice, and foster discussion on producing better performing and cost effective asphalt emulsions.

PROGRAM

The technical program will last three days and will build on the strong traditions established by the previous five World Congresses on Emulsions and the previous five International Symposiums on Asphalt Emulsions, held in Washington in 1996, 1999, 2004, 2008, and 2012.
CALL FOR PAPERS

The success of the symposium will depend on the quality of papers presented and published in the proceedings. Authors are now invited to submit synopses of their proposed papers. Topics may include but are not limited to the following:

**MANUFACTURING**
- Emulsion Analysis
- Material Performance
- Non-Bituminous Additives
- Developments in Chemical Systems
- Equipment: New or Innovative Developments
- ISO Compliance
- Quality Control/Assurance
- Binder Analysis

**PERFORMANCE**
- Case Studies of Innovative Design and Construction
- Full Scale Trials
- Evaluation of Performance/Performance Models
- Analysis of Failures
- Effects of Traffic and Environment
- Novel Field Measurement Techniques

**USE**
- Analysis
- Design Criteria
- Material Properties/Developments
- Mixture Design
- Rehabilitation Design
- Characterization of Soils, Granular Materials, and Asphalt
- Laboratory Field Testing
- Influence of Construction on Design and Performance
- Quality Control and Assurance/Quality Initiative
- Advances in Technology for Mixing and Applying Materials
- Use of End Product Specifications/Innovative Contracts
- Recycling Issues

SUBMISSION OF SYNOPSIS

Authors are invited to submit by e-mail a one-page synopsis (in Microsoft Word) describing the scope, findings, and status of the work and identifying the subject area (either manufacturing, use or performance) under which the paper should be considered. Include authors' names and affiliations, and provide the address, telephone number, fax and e-mail address for the corresponding author.

The synopsis submission deadline is October 1, 2015.

Language for the conference will be English, and units will be metric only.

The conference Technical Advisory Committee will complete the synopsis review process by December 1, 2015 and invite authors to prepare papers. Draft copies of papers, by e-mail or cd, are due by April 1, 2016. Draft papers will be reviewed by the technical committee by July 1, 2016 and authors will be asked to prepare a final manuscript and PowerPoint presentations by August 1, 2016.

All electronic submissions should be sent to Program Chairman Gaylon Baumgardner at gaylon.baumgardner@ptsilab.com and copied to AEMA Executive Director Mike Krissoff at krissoff@aema.org.

PEER REVIEW AND EDITORIAL PROCESS

All papers will be subject to peer review. Authors will be notified of the acceptance of their paper for publication and provided with instructions for preparation of the final manuscript and PowerPoint presentation by April 1, 2016. Final manuscripts and PowerPoint presentations will be due by August 1, 2016. All electronic submissions should be sent to Program Chairman Gaylon Baumgardner at gaylon.baumgardner@ptsilab.com and copied to AEMA Executive Director Mike Krissoff at krissoff@aema.org. ISAET ‘16 Proceedings will be produced as a cd and will include both papers and PowerPoint presentations if available.

AUTHOR’S SCHEDULE

<table>
<thead>
<tr>
<th>Event</th>
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<tr>
<td>Invitation to Prepare Papers</td>
<td>December 1, 2015</td>
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<tr>
<td>Submission of Draft Paper</td>
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<td>Notification of Acceptance for Publication</td>
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<td>Final Manuscript Due</td>
<td>August 1, 2016</td>
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<tr>
<td>PowerPoint Presentation</td>
<td>August 1, 2016</td>
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Synopsis submission to: gaylon.baumgardner@ptsilab.com copy: krissoff@aema.org
Building upon the momentum of the Pavement Preservation & Recycling Summit held in Paris, France, this past February, we have a unique experience and impressive program planned for PPRA 2015 on October 13 - 15, 2015 in Niagara Falls, Canada. PPRA 2015 provides you, and those you invite, a greater opportunity to learn what other companies, states, provinces and agencies are doing to reach beyond the short term focus of repair and rehabilitation and share processes that effectively, efficiently, and economically perform those functions as well as a part of their pavement preservation strategies.

REGISTER TODAY...

Online registration is now open. Save $200 if you register for PPRA 2015 before July 16, 2015! Find Registration information, prices, and our cancelation policy on page 7.

BOOK YOUR HOTEL...

PPRA 2015 will be held at the beautiful Sheraton on the Falls Hotel in Niagara Falls, ON, Canada! Hotel Reservations are made separately through Sheraton on the Falls Hotel. The Sheraton on the Falls boasts 669 first class hotel accommodations, varying from traditional guestrooms to beautiful Fallsview suites featuring our unique floor-to-ceiling windows providing a great view of Niagara Falls. MAKE YOUR RESERVATIONS EARLY! Hotel location and reservation details on page 7.

BE OUR GUEST...

Tuesday evening PPRA 2015 attendees will get up close and personal with the tour of Niagara Falls via the Hornblower Niagara Cruise and then off to Stratus Winery for a tour and tasting of their amazing wine selection. Learn about our Tuesday evening reception on page 6.

ENJOY NIAGARA FALLS...

Come for PPRA 2015, but stay to experience the incredible power and beauty of Niagara Falls, ON, Canada. Enjoy fine dining and casual eateries, casinos and live Niagara entertainment, spas and leisurely country drives to Niagara-on-the-Lake, cycling adventures and hiking trails.
### Monday, October 12th

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<th>Time</th>
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<tbody>
<tr>
<td>7:00 AM - 5:00 PM</td>
<td>Registration &amp; Information</td>
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### Tuesday, October 13th

<table>
<thead>
<tr>
<th>Time</th>
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<tbody>
<tr>
<td>7:00 AM - 5:00 PM</td>
<td>Registration &amp; Information</td>
</tr>
<tr>
<td>7:30 AM - 9:00 AM</td>
<td>Breakfast</td>
</tr>
<tr>
<td>9:00 AM - 12:00 PM</td>
<td>PPRA Session A</td>
</tr>
<tr>
<td>9:00 AM - 9:10 AM</td>
<td>Welcome to 2015 PPRA Niagara Falls</td>
</tr>
<tr>
<td>9:15 AM - 9:20 AM</td>
<td>Welcome to Niagara Falls</td>
</tr>
<tr>
<td>9:25 AM - 9:55 AM</td>
<td>Social &amp; Economic Impact of Pavement Preservation</td>
</tr>
<tr>
<td>10:00 AM - 10:30 AM</td>
<td>NCAT Pavement Preservation Research and Results Part I - Amazing Insights On What We Have Learned So Far</td>
</tr>
<tr>
<td>10:35 AM - 11:00 AM</td>
<td>From Afterthought to Leading Part: the Role of Preservation in Managing Pavements</td>
</tr>
<tr>
<td>11:05 AM - 11:30 AM</td>
<td>A Summary of Performance Data Over The Last 25 Years for Recycled Pavements in Ontario</td>
</tr>
<tr>
<td>11:35 AM - 12:00 PM</td>
<td>PPRS Paris in 30 minutes or Less - What You Missed or What We Need to Hear Again - We are All in This Together</td>
</tr>
<tr>
<td>12:00 PM - 1:00 PM</td>
<td>Luncheon</td>
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<tr>
<td>1:05 PM - 2:50 PM</td>
<td>PPRA Session B</td>
</tr>
<tr>
<td>1:05 PM - 1:55 PM</td>
<td>Owner's, Contractor's and Equipment Manufacturer's Perspective on Method vs. Performance Specification</td>
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<tr>
<td>2:00 PM - 2:25 PM</td>
<td>Central Cold Plant Recycling - A Resource Ready &amp; Waiting (Both Rap and Virgin Mixes)</td>
</tr>
<tr>
<td>2:25 PM - 2:50 PM</td>
<td>Incorporating Recycling into Pavement Design - Where Does it Fit? (Including High Volume Roadways)</td>
</tr>
<tr>
<td>2:50 PM - 3:15 PM</td>
<td>Break</td>
</tr>
<tr>
<td>3:20 PM - 4:30 PM</td>
<td>PPRA Session C</td>
</tr>
<tr>
<td>3:20 PM - 3:40 PM</td>
<td>Latest on FP2 Activities and the Highway Bill</td>
</tr>
<tr>
<td>3:45 PM - 4:05 PM</td>
<td>Crack Seal - New Technology &amp; Best Practices</td>
</tr>
<tr>
<td>4:10 PM - 4:30 PM</td>
<td>Positive Impact Certified Labs and Equipment Can Have on Our Industry - Supplier, Owner &amp; Contractor</td>
</tr>
<tr>
<td>4:30 PM - 5:00 PM</td>
<td>Break</td>
</tr>
<tr>
<td>5:00 PM - 8:00 PM</td>
<td>Hornblower Cruise &amp; Winery Reception</td>
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[ppralliance.org/ppra2015](ppralliance.org/ppra2015)
## Wednesday, October 14th

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
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<tbody>
<tr>
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<tr>
<td>7:00 AM - 8:00 AM</td>
<td>Breakfast</td>
<td></td>
</tr>
<tr>
<td>8:00 AM - 9:45 AM</td>
<td>PPRA Session D</td>
<td>Moderator: Mark McCollough, Asphalt Materials Inc.</td>
</tr>
<tr>
<td>8:00 AM - 8:25 AM</td>
<td>Importance of Innovation and the Use of Recycling &amp; Preservation in a $2B Provincial Program</td>
<td>Gerry Chaput, Assistant Deputy Minister, Ministry of Transportation of Ontario</td>
</tr>
<tr>
<td>8:30 AM - 8:55 AM</td>
<td>How Pavement Preservation is Incorporated into Their Asset Management Program - A County Perspective</td>
<td>Terry McCann, Lanark County</td>
</tr>
<tr>
<td>8:55 AM - 9:20 AM</td>
<td>How Pavement Preservation is Incorporated into Their Asset Management Program - A City Perspective</td>
<td>Morgan Jones, City of Markham</td>
</tr>
<tr>
<td>9:20 AM - 9:45 AM</td>
<td>Chip Seals &amp; Surface Treatments - A Northern Experience</td>
<td>To Be Announced</td>
</tr>
<tr>
<td>9:45 AM - 10:10 AM</td>
<td>Break</td>
<td>Break</td>
</tr>
<tr>
<td>10:15 AM - 12:10 PM</td>
<td>PPRA Session E</td>
<td>Moderator: To Be Announced</td>
</tr>
<tr>
<td>10:15 AM - 10:40 AM</td>
<td>Evaluation Manual on Recycled Pavements - What We Need to Know</td>
<td>Stephen Lee, Ministry of Transportation of Ontario</td>
</tr>
<tr>
<td>10:45 AM - 11:10 AM</td>
<td>Recycling &amp; Preservation Trends Across Canada</td>
<td>Allan Mayhew, McAsphalt Industries</td>
</tr>
<tr>
<td>11:15 AM - 11:40 PM</td>
<td>Hot In-Place Recycling: The Past, Present &amp; Future</td>
<td>To Be Announced</td>
</tr>
<tr>
<td>11:45 AM - 12:10 PM</td>
<td>Cold In-Place Recycling: NYDOT’s Success (Including Use of Large Stone for Stabilization)</td>
<td>To Be Announced, New York Department of Transportation</td>
</tr>
<tr>
<td>12:15 PM - 1:15 PM</td>
<td>Luncheon</td>
<td>Luncheon</td>
</tr>
<tr>
<td>1:20 PM - 2:45 PM</td>
<td>PPRA Session F</td>
<td>Moderator: Bucky Brooks, Asphalt Materials Inc.</td>
</tr>
<tr>
<td>1:20 PM - 1:45 PM</td>
<td>Recycling Around the World including Ayrton Senna Highway Brasil &amp; USA</td>
<td>Mike Marshall, Wirtgen America</td>
</tr>
<tr>
<td>1:50 PM - 2:15 PM</td>
<td>NCAT Pavement Preservation Research and Results Part II - Amazing Insights on What We Have Learned So Far</td>
<td>Buzz Powell, National Center for Asphalt Technology</td>
</tr>
<tr>
<td>2:20 PM - 2:45 PM</td>
<td>Sustainability of PPRA Processes</td>
<td>Charles Schwartz, University of Maryland</td>
</tr>
<tr>
<td>2:50 PM - 3:15 PM</td>
<td>PPRA Session G</td>
<td>Moderator: To Be Announced</td>
</tr>
<tr>
<td>3:20 PM - 5:00 PM</td>
<td>Fine &amp; Micro-Milling - High Performance Specifications - A Perfect Pavement Preservation Technique</td>
<td>To Be Announced, Caterpillar</td>
</tr>
<tr>
<td>3:50 PM - 4:15 PM</td>
<td>Pay Attention; Things Have Changed - The Importance of Tack Coats</td>
<td>Greg Harder, Northeastern Regional Engineer, Asphalt Institute</td>
</tr>
<tr>
<td>4:20 PM - 4:45 PM</td>
<td>MN DOT Microsurfacing Program</td>
<td>Tom Wood, Minnesota Department of Transportation</td>
</tr>
<tr>
<td>4:50 PM - 5:00 PM</td>
<td>Closing Remarks</td>
<td>AEMA President, ARRA President &amp; ISSA President</td>
</tr>
<tr>
<td>5:00 PM - 7:00 PM</td>
<td>Hotel Reception</td>
<td></td>
</tr>
</tbody>
</table>
**PRELIMINARY PPRA 2015 SCHEDULE**

### Thursday, October 15th*

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
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<td>7:00 AM - 1:00 PM</td>
<td>Registration &amp; Information</td>
</tr>
<tr>
<td>7:00 AM - 8:00 AM</td>
<td>Breakfast</td>
</tr>
<tr>
<td>8:00 AM - 11:00 AM</td>
<td>AEMA International Technical Committee Meeting</td>
</tr>
<tr>
<td>8:00 AM - 11:00 AM</td>
<td>ARRA Cold Planing Committee Meeting</td>
</tr>
<tr>
<td>8:00 AM - 11:00 AM</td>
<td>ARRA Cold Recycling Committee Meeting</td>
</tr>
<tr>
<td>8:00 AM - 11:00 AM</td>
<td>ARRA Hot In-Place Recycling Committee Meeting</td>
</tr>
<tr>
<td>8:00 AM - 11:00 AM</td>
<td>ARRA Full Depth Reclamation Committee Meeting</td>
</tr>
<tr>
<td>8:00 AM - 11:00 AM</td>
<td>ISSA Technical Committee Meeting - Chip Seal, Crack Treatment, Slurry/Micro Surfacing</td>
</tr>
<tr>
<td>11:00 AM - 12:00 PM</td>
<td>AEMA-ARRA-ISSA Suppliers Meeting</td>
</tr>
<tr>
<td>12:00 PM - 1:00 PM</td>
<td>AEMA-ARRA-ISSA Board Luncheon</td>
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<tr>
<td>1:00 PM - 5:00 PM</td>
<td>AEMA Board Meeting</td>
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<tr>
<td>1:00 PM - 5:00 PM</td>
<td>ARRA Board Meeting</td>
</tr>
<tr>
<td>5:00 PM - 6:00 PM</td>
<td>PPRA Meeting (If Necessary)</td>
</tr>
</tbody>
</table>

* Agenda and speakers subject to change without notice.

**ISSA Board Meeting will take place on Monday, October 12th, 2015."
TUESDAY EVENING RECEPTION

HORNBLOWER NIAGARA CRUISE

Tuesday evening we will depart from the hotel and head to Hornblower Niagara Cruises, sponsored by Walker Industries, for a thrilling new way to experience Canada’s most spectacular wonder of the world. We’ll take you on the ride of your life! An intimate tour that gets you as close as possible to the breathtaking flow of water, power and mist that is the magnificent Niagara Falls. Within the Niagara Great Gorge we’ll journey past the American Falls, Bridal Veil Falls and into the very heart of the famous Horseshoe Falls. Hold onto your heart and keep your eyes wide open because you’re in for the thrill of a lifetime!

STRATUS WINERY TOUR & TASTING

After your cruise on the Hornblower, we will travel to Stratus Wines, sponsored by McAsphalt Industries Ltd. and Miller Paving Limited, for a tour through through their LEED-certified winery for a first-hand look at the way Stratus is creating “new traditions” in winemaking. You’ll learn how Stratus combines age-old practices, such as moving wine through gravity flow, with unique innovations, like their elevator tanks and customizable sorting tables. Every tour ends with a delicious, guided tasting of four selected Stratus wines - the best way to explore the vineyard.
Early Bird Registration – April 1, 2015 – July 16, 2015

<table>
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<th></th>
<th>Members</th>
<th>Non-Members</th>
<th>Government &amp; Academic</th>
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<tr>
<td>Early Bird</td>
<td>$ 400</td>
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<td>$ 100</td>
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<tr>
<td>Registration</td>
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Late Registration – September 11, 2015 – October 2, 2015

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Meeting Cancellations

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

<table>
<thead>
<tr>
<th>Cancellation received by:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>September 21, 2015</td>
<td>Refund: 100% minus $25</td>
</tr>
<tr>
<td>October 1, 2015</td>
<td>Refund: 50% of registration fee</td>
</tr>
<tr>
<td>October 2, 2015, or later</td>
<td>Refund: No refund</td>
</tr>
</tbody>
</table>

“No shows” will be charged the full registration fee.

Substitutions may be made by October 10, 2015, by contacting AEMA-ARRA-ISSA-PPRA headquarters at (410) 267-0023.

Hotel Reservations

Hotel Reservations are made directly through Sheraton on the Falls Hotel in Niagara Falls, ON, Canada.

MAKE YOUR RESERVATIONS EARLY! AEMA-ARRA-ISSA-PPRA has negotiated a special room rate of $139 CAD (CityView) per night or $169 CAD (Falls View) per night (subject to applicable occupancy tax and sales tax). In order to receive the group rate, you must make your reservation by September 18, 2015. Subject to availability.

Hotel Name: Sheraton on the Falls Hotel  
Hotel Address: 5875 Falls Avenue. Niagara Falls, ON L2G 3K7, Canada  
Phone Reservations: (1)(905) 374-4445  
Online Reservations: https://www.starwoodmeeting.com/Book/PPRA15  
Web: http://www.starwoodmeeting.com
AEMA-ARRA-ISSA-PPRA pride themselves on conducting good meetings with lots of bells & whistles at a very reasonable fee. It is the generosity of our sponsoring member companies that allows us to do so. These bells & whistles (high quality meal functions, exciting receptions) help keep our registrants engaged and present, which further enhances the opportunities for networking and technology transfer. The more they stay together, the more they talk. The more they talk, the more they learn. The more they learn, the more our market grows. On behalf of our members, we extend our thanks and appreciation to those member companies that go the extra step to support our industry and give back to the Associations that grow our businesses.

Please note: Display space at the Sheraton on the Falls Hotel in Niagara Falls, ON, Canada, is limited and will be assigned on a first come first served basis. We are also planning to decrease the amount of signage and increase electronic options for more enhanced sponsor recognition.

**General Sponsor:** For $1,000 your company will be recognized at the meeting, listed as a meeting sponsor in the meeting program, and highlighted in the event emails and association newsletter. Sponsor exhibits must be confined to a 10’ x 10’ space. A 6’ draped table and two chairs will be provided.

**Luncheon Sponsor:** For $2,500 you can be a Luncheon Sponsor which includes General Sponsorship, enhanced recognition throughout the meeting, and recognition during each luncheon. Exclusive Luncheon Sponsorship with naming rights are available at $10,000. Please contact AEMA-ARRA-ISSA Headquarters for more details.

**PPRA 2015 Internet Sponsor (Limit 1):** For $2,500 you can be the PPRA 2015 Internet Sponsor which includes General Sponsorship and enhanced recognition throughout the meeting by having your company’s logo appear with “Conference Internet Provided by” in the program and rotating on the display in the conference room.

**Tuesday Evening Stratus Winery Tour & Tasting Sponsor:** For $3,000 you can be a Tuesday Evening Stratus Winery Tour & Tasting Sponsor which includes General Sponsorship, enhanced recognition throughout the meeting, and exclusive recognition during the Tuesday Evening Tour & Tasting at Stratus Winery. Tuesday evening PPRA 2015 attendees will get up close and personal with the tour at Niagara Falls via the Hornblower Niagara River Cruise, sponsored by Walker Industries, and then on to Stratus Winery for a tour and tasting of their amazing wine selection. Exclusive Tuesday Evening Stratus Winery Tour & Tasting Sponsorship with naming rights are available at $15,000. Please contact AEMA-ARRA-ISSA Headquarters for more details.

**Wednesday Evening Cocktail Reception Sponsor:** For $5,000 you can be a Wednesday Evening Cocktail Reception Sponsor which includes General Sponsorship, enhanced recognition throughout the meeting, and exclusive recognition during the Evening Cocktail Reception. This will be a nice way to end PPRA 2015 with plenty to eat and drink! Wednesday Evening Cocktail Reception Sponsorship with naming rights are available at $15,000. Please contact AEMA-ARRA-ISSA Headquarters for more details.
REGISTRATION INFORMATION

**Registrator Information**

<table>
<thead>
<tr>
<th>First Name:</th>
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<tbody>
<tr>
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<td></td>
<td></td>
</tr>
<tr>
<td>Company:</td>
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**Address**

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</thead>
<tbody>
<tr>
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**Email:**

| Member Of: | AEMA | ARRA | ISSA | None |

**Additional Registrant Information**

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Please fill out payment, and sponsorship if interested, information on page 8 of this document.
REGISTRATION

CHECK YOUR REGISTRATION TYPE:

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<tr>
<th>Registration</th>
<th>Early Bird Registration Apr 1 - Jul 16, 2015</th>
<th>Registration Jul 17 – Sep 10, 2015</th>
<th>Late Registration Sep 11– Oct 2, 2015</th>
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<tbody>
<tr>
<td>Members</td>
<td>☐ $ 400</td>
<td>☐ $ 500</td>
<td>☐ $ 600</td>
</tr>
<tr>
<td>Non-Members</td>
<td>☐ $ 700</td>
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</tr>
<tr>
<td>Government &amp; Academic</td>
<td>☐ $ 100</td>
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PLEASE SELECT THE LEVEL OF SPONSORSHIP YOU WOULD LIKE:

<table>
<thead>
<tr>
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<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>General Sponsor</td>
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</tr>
<tr>
<td>PPRA 2015 Internet Sponsor (Limit 1)</td>
<td>SOLD OUT</td>
</tr>
<tr>
<td>Luncheon Sponsor</td>
<td>$2,500</td>
</tr>
<tr>
<td>Tuesday Evening Stratus Winery Tour &amp; Tasting Sponsor</td>
<td>SOLD OUT</td>
</tr>
<tr>
<td>Wednesday Evening Cocktail Reception Sponsor</td>
<td>$5,000</td>
</tr>
</tbody>
</table>

PLEASE TOTAL YOUR REGISTRATION & SPONSORSHIP FEES:

Total Registration Fees Enclosed: ________________

Sponsorship Amount Enclosed: ________________

Total: ________________

PAYMENT INFORMATION

☐ Check Payment: Check number: ____________

Mail checks to: AEMA-ARRA-ISSA, #3 Church Circle - PMB 250, Annapolis, Maryland 21401

Credit Card: ☐ Visa ☐ Mastercard ☐ American Express

| Card Number:                                                                 |
| Expiration Date:                                                            | CVV2 #  |
| Card Holder Name:                                                          |

Authorized Signature: _________________________________________________

Please return the completed registration form by October 2, 2015, for the total registration fees to:

Mail: AEMA-ARRA-ISSA, #3 Church Circle - PMB 250, Annapolis, Maryland 21401. Phone 410-267-0023

Fax: 410-267-7546

Email: kennedy@krisoff.org
• International industry presence

• Thousands of promotional brochures, videos, and Basic Asphalt Emulsion Manuals distributed

• Meetings & Seminars for Networking Opportunities & Technology Transfer, including ISAET – The International Symposium for Asphalt Emulsion Technology – every four years in Washington, DC. Dates are set for November 1-4, 2016!

• For a complete list of our Board of Directors Click Here

• For a complete list of our Committees Click Here

• For a complete list of our Members Click Here

• Promotes the recycling of existing roadway materials through various construction methodologies.

• Basic Asphalt Recycling Manual – 2nd Edition, now available to members

• Recommended Construction Guidelines for Asphalt Recycling Available for download – free of charge

• For a complete list of our Board of Directors Click Here

• For a complete list of our Committees Click Here

• For a complete list of our Members Click Here

• Recommended Performance Guidelines – Available for download free of charge

• Web-Based training on Slurry/Micro, Chip Seal, Crack Treatment, and Spreader Box Principles

• Discounted registration to events like the Slurry Systems Workshop in Las Vegas, NV, Jan 18 – 21, 2016

• For a complete list of our Board of Directors Click Here

• For a complete list of our Committees Click Here

• For a complete list of our Members Click Here
MASTER CALENDAR

2015
Aug 30 – Sep 2 APWA – [www.apwa.net](http://www.apwa.net) - Phoenix Convention Center, Phoenix, AZ

Oct 13 – 15 PPRA 2015 Fall Meeting – [www.ppralliance.org](http://www.ppralliance.org) - Sheraton on the Falls – Niagara Falls, ON, Canada

2016


Feb 23 – 26 AEMA-ARRA-ISSA Annual Meeting - Hyatt Regency Coconut Point - Bonita Springs, Florida

March 22 – 24 World of Asphalt – [www.worldofasphalt.com](http://www.worldofasphalt.com) - Nashville, TN


Oct 11 – 14 National Pavement Preservation Conference - [nationalpavementexpo.com](http://nationalpavementexpo.com) - Renaissance Nashville – Nashville, Tennessee


2017
Jan 8 – 12 TRB 96th Annual Meeting – [www.trb.org](http://www.trb.org) - Walter E. Washington Convention Center - Washington, DC

Jan 23 – 26 Slurry Systems Workshop – [www.slurry.org](http://www.slurry.org) - Texas Station Hotel & Casino – Las Vegas, Nevada

Feb 14 – 17 AEMA-ARRA-ISSA Annual Meeting - Westin La Paloma, Tucson, Arizona

Mar 7 – 11 Con Expo – Con/AGG – [www.conexpoconagg.com](http://www.conexpoconagg.com) - Las Vegas Convention Center, Las Vegas, NV

2018
Feb 20 – 23 AEMA-ARRA-ISSA Annual Meeting - Renaissance Esmeralda, Indian Wells, California

Mar 6 – 8 NCAT Pavement Test Track Conference - The Hotel at Auburn University & Dixon Conference Center
Roll up your sleeves and get ready for ISSA’s Spring Training with the 2016 Slurry Systems Workshop at the Texas Station Hotel & Casino in Las Vegas, Nevada.

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.

This year, we have included four individual breakout sessions focused on the ISSA disciplines. Attendees can choose to attend the Crack Treatments, Chip Seal, Micro & Slurry Surfacing, or Technical breakout sessions to get a more in-depth understanding of each of these applications or technical aspects.

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.

Register for the 2016 Slurry Systems Workshop at slurry.org/ssws2016
Introducing ArrTekk® 1295
Cationic (+) Micro-Surfacing Emulsifier

Emulsifier Chemistry with Outstanding Features:

Extended Micro-Surfacing Life Cycle
Strong adhesion for less whip-off, less raveling and lower 6-day Wet-Track Abrasion (WTAT) loss provides greater durability and longer life cycle

Easy Mixing and Lay-Down in Extremely Hot Conditions
Plenty of mix time with warm pavement, aggregate, air and emulsion temperatures for easy lay-down and greater production rates

Quicker Traffic Return Time in Cool Conditions and Night Time Paving
Easy control of chemical break in cooler weather and at night for sooner traffic return and greater production rates

Road Science®
Division of ArrMaz

Discover how ArrTekk 1295 can extend your micro-surfacing life cycle and improve hot and cool condition paving constructability.

Contact us at 918-960-3800 or email customerservice@roadscience.net