The Boards of AEMA, ARRA, and ISSA have voted to publish combined AEMA-ARRA-ISSA newsletters throughout 2011 and 2012. This action is being done to avoid duplication and to save some costs.

**Newsletter**

**Tucson Hosts
Preservation & Rehabilitation 2011:
Bailing Out Main Street**

Representing over 150 of the world’s leading companies in the pavement preservation and rehabilitation industries, nearly 350 delegates gathered recently to participate in the eighth combined annual meeting of the Asphalt Emulsion Manufacturers Association (AEMA 38th Annual Meeting), the Asphalt Recycling & Reclaiming Association (ARRA 35th Annual Meeting), and the International Slurry Surfacing Association (ISSA 49th Annual Convention). Held in February 2011 in Tucson, Arizona, the gathering heard more than thirty speakers over the four-day period. The meeting was a concentrated assembly of industry promotion and technological advancement, as industry leaders and innovators joined together for a unique opportunity to discuss subjects of common interest and to share news of accomplishments in their related fields. Titled *Preservation & Rehabilitation 2011 – Bailing Out Main Street*, the meeting highlighted advancements in technology and the application of asphalt emulsions and other additives, asphalt recycling and reclaiming, slurry and micro surfacing, chip seal and crack treatments.

In addition to the usual working and technical committee sessions that are always part of each Association’s annual meeting, registrants heard presentations from numerous industry experts and leaders on a wide variety of subjects. During a period of generally subdued discretionary travel, those who chose to attend this mid-winter event were richly rewarded.

Meeting activities also included the respective elections of new officers and directors of each association, as well as awards presentations, and numerous committee, technical committee, and task force sessions during the four day program.

Most of the presentations have already been posted to each association’s website. Visit www.aema.org, www.arra.org, and www.slurry.org. Look for Papers and Presentations on the home page and follow the drop down menu to 2011 Meeting/Convention.

Registered spouses who did not choose to sit in on all of the presentations and technical sessions took advantage of a “Welcome to Tucson” address given by the hotel’s Concierge. The next item on the schedule was a tram tour to Sabino Canyon into the foothills of the Santa Catalina Mountains, followed by a visit to Hacienda Del Sol where they also enjoyed lunch. Friday was set aside for the cooking demon-

Continued on page 6

**Inside this Issue**

- Notes from Headquarters
- CONEXPO Snapshots
- Presidents’ Messages
- New Officers Elected
- Board of Directors’ Meeting Summaries
- Committee Reports
- Awards
- Annual Meeting Photos
- FP2 Update
- I-81 Paving Project Uses Innovative Process
- JEAA Bulletin
- Master Calendar of Upcoming Events
- and much, much more!

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**Pavement Preservation & Recycling Alliance**

A partnership of leading industry associations to advance sustainable, eco efficient and innovative pavement applications…

The Boards of AEMA, ARRA, and ISSA have voted to publish combined AEMA-ARRA-ISSA newsletters throughout 2011 and 2012. This action is being done to avoid duplication and to save some costs.
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Notes from Headquarters

Following the Annual Meeting in Arizona, the Tucson Daily Star interviewed Executive Director Mike Krissoff. The article was about a rise in business travel in Tucson and included a photograph of AEMA-ARRA-ISSA 2011 Annual Meeting participants.

Check your mailboxes in May for the 2011 – 12 AEMA, ARRA, and ISSA Membership Directories. And remember, please, your membership listing appears exactly as it appears on the AEMA, ARRA, or ISSA website. Your company’s official representative to the Association is responsible for the content of that listing, so please check with him first if you spot something that needs a correction.

Trade Press Articles of Interest:
Pavement Preservation Journal - Spring 2011
Ultra Thin Wearing Course Serves California’s Silverado Trail by Daniel C. Brown

Kansas Extremes Call for ‘Flexible’ Micro Surfacing – edited by material provided by Road Science LLC

Florida Urban County Integrates Pavement Management, Preservation – adapted from information provided by Cutler Repaving, Inc.

Roads & Bridges – February 2011
Passing an audition – Beverly Hills Welcomes CIR following successful job

Better Roads – March 2011
Partnerships Promote Preservation Philosophy by Tom Kuennen, Contributing Editor

Better Roads – February 2011
Hot, Cold and Green (and the 3Es) by Tom Kuennen, Contributing Editor

AEMA’s next International Symposium on Asphalt Emulsion Technology (ISAET 2012) isn’t scheduled until October 9 – 12, 2012, Washington, DC, but it is not too early to start thinking about offering up a presentation. The official call for papers is on pages 59-60. Anyone who wants to get on the Program Committee’s radar early should contact Chairman Gaylon Baumgardner (Paragon) at gaylon.baumgardner@ergon.com. The committee will be looking for cutting edge technology.

Similar thought, but a year earlier, can go toward the next AEMA Asphalt Emulsion Technologies Workshop, November 14 – 15, 2011, in St. Louis. Mark McCollough (Missouri Petroleum) is the Program Chair, and although he has a pretty good idea of the curriculum, contact him now at lionmark@aol.com if you are interested in being a presenter. The sooner the program details are finalized, the sooner the promotion can begin, which should result in an increased attendance. See the details on page 47.

And while on the subject, the next ARRA Semi-Annual Meeting is set for November 7 – 8, 2011, in Portland, Oregon. Andrew Fox (Road Science) is the Program Chair and will be working with members in the region and the newly-formed Pavement Recycling & Reclaiming Center. If you can assist with presenting the contractor’s or agency’s point of view on any of the ARRA disciplines, it is not too early to contact Andrew’s inbox; contact him at afox@roadsciencellc.com. You’ll find the specifics on page 45.

Continued on page 4
We normally do not run personnel-related press notices in the newsletter, better leaving that type of announcement to the trade press. We occasionally make an exception when an appointment is of particular interest and/or particular benefit to AEMA, ARRA, and ISSA. ARRA Supplier Member Barry Stoughton (BLS Enterprises) has recently been appointed to the Association of Equipment Manufacturers (AEM) Construction Equipment Group Executive Committee. Given that this appointment is CONEXPO-related and that AEMA, ARRA, ISSA and many of our members are regular and active CONEXPO participants, we thought it noteworthy. Congratulations, Barry.

Check it out, University of Kansas Continuing Education is offering The Asphalt Pavement Management, Recycling & Preservation Online Certificate Program which consists of three modules covering pavement evaluation, management, recycling and preservation. Learn cost and energy—efficient strategies to extend the useful service life of pavement. The instructor is ARRA & ISSA member, Blair Barnhardt, The Barnhardt Group. Complete details are available at www.continuinged.ku.edu/programs/pavement_management/

Former ARRA Technical Director Steven Muncy conducted a course in FDR for the 2011 CONEXPO-CON/AGG Education Programs. Education sessions took place at the Las Vegas Convention Center.

Continuing the CONEXPO theme, AEMA, ARRA, and ISSA were in full display mode and positioned in one of the most highly-trafficked areas in the whole 2.34 million net square feet of exhibit space. At a crossroads of three main halls emptying into one, outside two restaurants, the stair to the meeting rooms, and on a direct flight path to the bathrooms, we were never without people going past and stopping by. Assisting in the booths were Jack Van Kirk (Valley Slurry Seal), Dan Finocchi (Finocchi & Associates), Stephanie Drain (S. Drain Engineering), Steve Muncy (BASF), Pete Montenegro (Kraton), Blair Barnhardt (The Barnhardt Group), Jim Brownridge (Tricor Refining), Pierre Peltier (Terry Asphalt Materials), John Rathbun (Cutler Repaving), Bucky Brooks and Jeremy Thomas (Asphalt Materials), and Brian Hansen (Dustrol).

Thanks to all! Exhibiting at CONEXPO affords us many opportunities, but one of the best this time was when longtime ISSA member Peter J. Caruso (See Snapshots from CONEXPO on next page) and his entourage from Peter J. Caruso & Sons in Pittsburgh stopped by to reminisce and get a personal-to-person update from Mike Krissoff.

“...invite your elected officials to your office to learn more about your business and the importance of highway re-authorization.”


Just in from John Rathbun, Cutler Repaving, Inc...

Having our Congressional representative visit our office and manufacturing facility was never a consideration until the folks at Williams & Jensen, the law firm retained by FP2, Inc., to assist in the re-authorization of the next highway legislation, suggested it as a way to educate our representatives about the importance of the legislation. On Friday, April 22, 2011, Rep. Lynn Jenkins, R-Kan., representing the 2nd District, visited our offices for a 45 minute update on the importance of pavement preservation as well as the benefits of recycling asphalt pavements. All we had to do was ask and she was more than willing to take the time during the Easter recess to stop by and learn more about our business and the environmental benefits associated with hot in-place recycling. It is a fairly easy process of asking through either an e-mail or a letter and then devising a simple plan to meet them and show off your business and employees. I encourage everyone to take the plunge and invite your elected officials to your office to learn more about your business and the importance of highway re-authorization.
Snapshots from CONEXPO - CON/AGG 2011

Stephanie Drain (S. Drain Engineering of IL); Brian Hansen (Dustrol); Lisa Templeton (TRIP); Ken Lanford (Lanford Brothers Co.)

Bucky Brooks (Asphalt Materials); Steven Muncy (BASF)

Pierre Peltier (Terry Asphalt Materials); Bill Cooper (Bergkamp, Inc.)

Pierre Peltier (Terry Asphalt Materials); Brian Horner (E.D. Etnyre & Co.)

Peter J. Caruso (Peter J. Caruso & Sons)

Jack Van Kirk (Valley Slurry Seal); Pierre Peltier (Terry Asphalt Materials)
2011 Speakers & Presentations Included the Following:

Hussain Bahia, Professor, University of Wisconsin-Madison
   Opportunities and Challenges in Using Emulsified Asphalt Mixtures (EAM)

Sangchul Bang, South Dakota School of Mines
   Quality Base Material Produced Using FDR on Existing Asphalt Pavement Structure

Andrew Braham, Assistant Professor, University of Arkansas
   Current & Future Laboratory Research on Pavement Maintenance Products

Joe Brandenburg, Asphalt Research & Production Specialist, Heritage Research Group
   Luna Pier - MI Chip Seal Case Study: An investigation of Residue Rheology and its Effect on Aggregate Binder Relationships
   The Myths & Benefits of High Float Emulsions

Bryan Cawley, Construction & System Preservation Team Leader, FHWA
   Preserving Our Investment

Clay Clark, President, Make Your Life Epic Institute
   Managing Your Most Important Asset

Jeff Crockett, Business Development Manager, Novatek
   Polycrystalline Diamond Road Milling Teeth Increase Operational Efficiency

Steve Cross, Professor, Oklahoma State University

Imelda Diaz, County of Los Angeles
   County of Los Angeles Street Ratings Process Lead to Preservation Program

Andrew Fox, Vice President - Innovation, Road Science
   Introducing the Pavement Preservation & Recycling Alliance

Greg Gentsch, District Engineer, Arizona DOT
   Hot In-Place Recycling in Arizona

Pete Grass, President, The Asphalt Institute
   Synergies between AEMA & the Asphalt Institute

Steve Gray, Principal, Rockford Gray
   Crisis Management: You Can't Plan for a Crisis While You're Having One

Greg Halsted, Portland Cement Association
   Life Cycle Impacts on FDR

Andrew Hanz, University of Wisconsin
   BBS Test – Application of the Bitumen Bond Strength Test for Evaluation of Emulsion Curing and Residue Performance

Ivann Harnish, Technical Service Manager, ArrMaz Custom Chemicals
   Liquid Anti-Strip Additives for Anionic Mixing Grade Emulsions

Roger Hayner, Emulsion Task Force Chairman, Colas
   Emulsion Task Force Update

Alan James, Akzo Nobel Surface Chemistry
   Meeting Emulsion Viscosity Specifications

Kim Jenkins, Professor, Stellenbosch University
   Stabilized Materials Incorporating High Percentage of RAP

Arlis Kadrmas, AEMA International Technical Committee Chairman, BASF Corporation
   Update on 3rd Party Confirmation of the BASF Micro vs Overlay Study

Mike Kvach, NAPA
   Synergies Between ARRA & NAPA

Don Matthews, Chairman, Pavement Recycling Systems, Inc.
   Job Processes Using All Three Groups

Wade Miller, Western Emulsions
   Caltrans Use of RAP Chip Seal from Owned

Tucson, Arizona Hosts Preservation & Rehabilitation 2011: Bailing Out Main Street - Continued from page 1

stratification which was presented by one of the resort’s leading chefs and followed by a gourmet luncheon.

Because the interaction between attendees is nearly as valuable as the technical portions of a great meeting, Executive Director, Mike Krissoff, plans a theme party each year to bring all of the registrants together for a fun and entertaining evening. This year’s theme was “Be a Sport”, everyone was encouraged to wear their favorite team’s colors, come as a fan, wear their old sports uniform or, bring along a tennis racket or hockey stick. Games and activities for the party included: Pop-a-Shots Basketball, Pop-a-Shots Football, Pool Tables, Pinball Machines, Air Hockey, Foosball, Darts and more. Of course, there was an abundance of food and a great DJ with music for dancing.

Friday’s golf tournament began shortly after the last session was adjourned. Congratulations to the winning foursome – Tim Harrawood, Vance Brothers, Inc., Chuck Ingram, Slurry Pavers Inc., Mark Ishee and Larry Tompkins, Ergon Asphalt & Emulsions, Inc.
Please thank our sponsoring members, whose generous contributions enable us to keep the registration fees down while still allowing us to maintain the same high quality of meetings we have shared in the past.

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PRRC - Dragos Andrei...909-869-2487
Sandvik Mining and Construction - Rick Kant...216-533-9084
The Sollami Company - Dennis Munks...618-988-1521
Strawser Construction Inc. - Chris Anspaugh...614-276-5501
Superior Tire & Rubber Corp. - Jeff Gustafson...814-723-2370
Terry Asphalt Materials - Pierre Pelletier...615-630-2315
Volvo Construction Equipment North America, Inc. - Eric Fatyol...828-551-6025
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Wirtgen America Inc. - Wayne Evans...615-501-0600

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Dr. Louay Mohammad, Professor, Louisiana State University

*Results of NCHRP Project 9-40 on the Optimization of Tack Coat Materials*

Jim Moulthrop, Executive Director, FP2 Inc.

*Update on FP2 Activities & the Washington Outlook*

Steve Mueller, Pavement & Materials Engineer, FHWA

*NCHRP Report on Micro Surfacing*

Greg Nadeau, Deputy Administrator, FHWA

*FHWA Overview*

Nathan Niemann, Intermountain Slurry Seal

*Grand Canyon North Rim Pavement Preservation (ISSA 2011 President’s Award Winner)*

Marc Proteau, North American Technical Director, Eurovia Group

*Very Low Energy Flexible Pavement Structure Concept*

*Performance of High Tech Micro on Bridge Deck in Canada*

Jeff Roberts, Eurovia Group

*Balancing the Competitive Bid Process for FDR*

Floyd Roehrich, State Engineer, Arizona DOT

*The State Perspective*

Jean-Claude Roffe, I.B.E.F.

*World of Emulsion Overview*

Elipiedio Sanchez, General Manager, Corporate Planning - Results

*Micro Surfacing on Airport Runways Anti Ice Solution for Roads & Airports*

Troy Scroggins, BMG Green

*ISSA Industry Awareness Campaign*

Shane Stothert, Green Roads Recycling

*Life Cycle Cost Analysis for Recyclers to Promote*

Tracy D. Taylor, Principal, Williams & Jensen

*FP2, Inc. Pavement Preservation Program*

Bob Walkup, Mayor, City of Tucson

*The City Perspective*
ISSA PRESIDENT’S MESSAGE
W. Pierre Peltier, Terry Asphalt Materials, Inc.

Our recently completed joint meeting at the Westin La Paloma Resort and Spa in Tucson with the Asphalt Emulsion Manufacturers Association (AEMA) and the Asphalt Recycling and Reclaiming Association (ARRA) “Bailing Out Main Street” Preservation and Rehabilitation 2011, was a great success. It was the 38th meeting for AEMA, the 35th for ARRA, and the 49th for ISSA. I would like to thank the committee chairmen of the three associations Doug Ford with ISSA, Bucky Brooks with AEMA, and Pat Faster with ARRA for assembling a wonderful and informative meeting for all. My thanks also go out to Krissoff and Associates for their successful planning of another joint annual meeting. I know that he and his staff Lisa and Diana work long and hard to make these meetings a success.

We have had a very busy and productive year with ISSA, and we have a lot to look forward to in the coming year. With the economy in a slow recovery, and no formal Highway Bill being signed this past year, we still find all the agencies struggling with funding issues. It is always nice to see the attendance of our friends from FHWA at our meetings. Their presentations were great and gave us a better look at what is going on in Washington and at the local levels. We must continue to help our agencies promote not only the funding for, but also the proper language in the next highway bill so that our nation’s greatest assets, our streets and highways can be taken care of. Please if you have not done so talk to your legislators, attend meetings in your areas and make our combined voice heard not just in Washington but in your local areas as well. We get great updates from Joyce Rogers with Williams and Jensen our joint lobbying firm through FP2 on the current news out of Washington. If you need to know who to contact in your local area about the Highway Bill or subsequent legislation I am sure they can help get you the info you need.

Looking ahead at 2011 ISSA has a lot of things happening that will benefit all members as well as all our agencies and our partners in the PPRA “Pavement Preservation and Recycling Alliance” which we formed as a way for the three organizations to look into better ways of working together to further promote Pavement Preservation and Rehabilitation techniques unified by a much bigger voice. We also have ISSA’s ongoing PR Outreach and Marketing Program with BMG Green Division which is ramping up and should be in full swing by the end of spring. They will be continuing to promote ISSA and its disciplines along with the environmental aspects of them to agencies and others for maximum Pavement Preservation exposure in the market place. What they need from the membership is anything that relates to what we are doing such as reports from agencies in your local areas that show and or tell how they have been using Pavement Preservation techniques to extend their roadways. They also need good job stories on our processes and how they have helped save not only money but also the environment and our natural resources.

It was great to see so many past Presidents of the associations in Tucson. They are a continued reminder of why these associations came to be. Their company’s devotion and their passion to the associations throughout the years are unsurpassed. Some of them have had no less than three to four presidents involved in the associations which would span four decades. The investments these companies have made in our associations can never be repaid. I remember when my uncle Norman “Bud” Clovis was the President of ISSA, he told me you only get out of an association what you put in. We at ISSA have had two Father- Son presidents, Jerry and Tom Ritschel and Ray and Randy Terry. Their devotion and commitment to ISSA was passed down to the next generation, now that is something to think about. I would like to thank each and every past president and board member of the associations for continuing to support all we do.

I would like to take this opportunity to recognize Intermountain Slurry Seal Inc. for winning the ISSA’s 2011 Presidents award.

The projects that are submitted for the award are all a great testament to how we continue to add value to our customers.

I would like to thank our past president Tim Harrawood with Vance Brothers. Tim has left some very big shoes to fill. His leadership was unsurpassed from when he was Slurry Systems Workshop chair through the board.

It is a great honor to serve as this association’s 2011 President and as those that came before me; I will not take the task lightly. We have a great Board of Directors and committee chairmen. They always remember why they are here, to serve the membership, move the association forward and promote Pavement Preservation techniques throughout the world. I am very happy to report that even in these trying times your association is doing great membership wise. We continue to attract new members all the time. I look forward to communicating more with you again in the near future. I pray that all of you and your fellow employees have a safe and prosperous construction season.
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ARRA President’s Message
Billy Garrity, Garrity Asphalt Reclaiming

I would like to start this newsletter with a lot of “thank yous” to ARRA, AEMA and ISSA members who attended the Annual Meeting at the Westin La Paloma Resort in Tucson, Arizona. This was the most attended meeting on the West coast ever. We had three great program chairmen who really put on a great meeting. Bucky Brooks for AEMA, Patrick Faster for ARRA and Doug Ford for ISSA. Thanks for all your hard work. As always, none of our meetings would be successful without the support of our sponsors. We do not take their generosity for granted, and when you can, members should consider doing business with companies that support our cause. Mike Krissoff, the Executive Director for all three groups, put on another great meeting with his able-bodied assistants Lisa Cerone and Diana Long. They make sure the meetings run as smoothly as possible and throw the best theme party year after year.

Everyone knows now, because of the success of all three groups, we have formed the Pavement Preservation and Recycling Alliance (PPRA). We have just agreed to do four combined newsletters and are continually looking for ways for us to have a stronger voice in the pavement preservation industry.

As for ARRA, we were informed about the progress of the new Pavement Recycling and Reclaiming Center in Pomona, California. Don Matthews and interim Director Dragos Andrei have done a great job in the early stages and good news could be coming shortly about a full-time Executive Director.

Many thanks to the companies who have committed financially to this center to make sure it is a success. The PPRC is a very important endeavor for ARRA and we need to do everything we can to make it a success. With the opening of PPRC center, the position of Technical Director held by Steve Muncy, was eliminated. Steve was our Technical Director since 2007 and did a great job promoting ARRA’s agenda around the country. The good news is that Steve now works for BASF Corporation and will be an ARRA member so we still will have his expertise on board.

For the rest of 2011, the ARRA board will be having its spring meeting sometime in late June. We will also have our annual meeting with Federal Highway officials in Washington to make sure they continue to promote pavement preservation and include it in any highway transportation bill that is passed. Along that note, we continue to get correspondence from our lobbyist in Washington, Williams and Jensen. Let’s keep our fingers crossed and we may finally see a long-term highway bill passed in 2011.

As you do your work this year, think about projects for Roads and Bridges recycling awards for 2011. We need ARRA members to be the contractors in these awards to give us the exposure we are looking for. We also have our own recycling awards to give out, so let’s make sure all disciplines in ARRA are represented with several candidates.

Finally, we always need new members. ARRA is a great organization, but is only as strong as its membership. Get involved with ARRA and be active in the association…it will only make us better. I hope you all have a safe and prosperous year.

More from CONEXPO...

A substantial amount of space was dedicated this year to Social Media - twitter, facebook, LinkedIn, etc. The possibilities are endless!

Also related to Social Media: If you missed his presentation, check out Steve Gray’s (Rockford Gray) offering from the AEMA-ARRA-ISSA Annual Meeting in Tucson - Crisis Management: You Can’t Plan for a Crisis While You’re Having One. Available under “Papers and presentations” tab on our websites. www.aema.org or www.arra.org or www.slurry.org.
REUSE THE PAVEMENT, DON’T REMOVE AND REPLACE IT.

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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Wow! I looked forward to the possibility of becoming the President of AEMA in 2012 and boy was I surprised to learn that Francois was moving back to France and would find it necessary to resign as President effective the end of the 2011 annual conference. This move put me in line to become President of AEMA a year earlier during this year’s conference.

I am both honored and proud of this opportunity and look forward to serving as your President along with a very capable Board of Directors, Officers and Committee Chairmen for this term.

I want to thank my friend, Francois Chaignon, for his dedication to not only AEMA but also his dedication to this industry. His insight and input at Board meetings will be sorely missed. I would like to wish Francois and his family good luck in this endeavor and if there is anything that we can do in the future just let us know.

I need to thank Barry Baughman for agreeing to continue as Immediate Past President on the Board. Barry brings a great deal of historic, financial and organizational detail to this Board that I feel fortunate to be able to tap into during my term. I also would like to welcome and thank Craig Moore of Cleveland Asphalt Products for agreeing to serve as a new member of the Board of Directors.

AEMA members can rest assured that this group of Officers and Directors is a uniquely diversified group that takes its responsibility to the members seriously. Decisions are typically made after spirited debate, conversation and considerations.

We all need to remember the Board is all volunteers who serve you through the generosity of their various companies and their personal commitment.

We need to be thankful for all of the past Boards and Presidents who gave today’s leaders the framework that we continue to work with, and the past studies, such as the Eco-Efficiency Analysis, that keeps us ahead of the curve environmentally.

To move forward it helps to remember the past, and we need not be afraid to consult with our past leaders for insight so that we are not keeping ourselves busy “reinventing the wheel”. This is fair warning to our Past Presidents that we will be calling on you.

We are living in a unique time that lends as much opportunity to the growth of the asphalt emulsion industry as there may have ever been. Our number one goal as an association has to be not only the growth of our industry but the sustainability of this growth. I see this being accomplished through the continued studies of our products and practices and sharing what we learn with our members.

I have a lot of confidence in our various technical committees to help bring these studies together whether that means working closer with the various technical universities, the Asphalt Institute or research being done by our own member companies. I heard a message loud and clear at this year’s conference that the universities represented are hungry for the opportunity to further study asphalt emulsions and applications. We need to take advantage of these opportunities with the thought in mind that students working on these studies today are most likely our customers tomorrow.

This year’s AEMA-ARRA-ISSA annual meeting was an overwhelming success. From the opening session to the technical sessions there was a wide variety of speakers talking to full interested audiences from the beginning to the end. As always there was plenty of opportunity for socializing and seeing old friends and meeting new friends.

A lot goes into making these conferences a success from the planners to the speakers to the organizers and facilities. I need to thank my co-chairmen, Pat Faster and Doug Ford for all the hard work, planning and conference calls to bring this together. Also, thank you to the featured speakers for their timely and interesting topics. And last but not least our management team of Mike Krissoff, Lisa Cerone, and Diana Long for being the thread that pulled all of our plans together to create a smooth running conference.

It is exciting for me to be a part of the group that is creating PPRA, the Pavement Preservation & Recycling Alliance. This concept promises to be a boost to all of our businesses through united educational and promotional endeavors while maintaining the unique identities of AEMA, ARRA & ISSA. Give us a little time and I promise that PPRA is going to be a huge part of our future growth while getting the attention of non-members to entice them to be our future members.

GET INVOLVED! It is rewarding to be a part of whatever industry with which you are involved. Let us know any of your thoughts or ideas or a desire to be personally involved so that we can continue to make this a first class association.

Finally I look forward to and promise to work hard for you and to help continue making AEMA an association that you not only feel proud to be part of but also an association that you feel a need to be part of to keep up with the latest trends and technical advancements in the asphalt emulsion industry.

I wish you all a safe and prosperous 2011.

Bucky Brooks
ISSA Membership Elects W. Pierre Peltier 2011-2012 President


Pierre is the General Manager for Marketing and Business Development for Terry Asphalt Materials, Inc. He started in the Slurry Seal & Micro Surfacing industry in 1975 in the sand and gravel industry. He has worked for Ballou Construction Company, Koch Pavement Solutions, SemMaterials and Road Science. Pierre has served on the International Slurry Surfacing Association’s Board of Directors for the past seven years and has chaired numerous committees.

Other 2011-2012 officers elected were:

Vice President – Doug Ford, Pavement Coatings Company, Mira Loma, California

Secretary – Christine Deneuvillers, Colas SA, France

Treasurer – Eric Reimschissel, American Pavement Preservation, Las Vegas, Nevada

Past President – Tim Harrawood, Vance Brothers Inc., Conway, Arkansas

A complete list of the ISSA 2011-2012 Board of Directors and committee chairs appears on page 73.
Asphalt Recyclers Re-Elect Billy Garrity 2011-2012 President

During its recent 35th Annual Meeting held in Tucson, Arizona, the membership of the Asphalt Recycling & Reclaiming Association (ARRA) re-elected Billy Garrity, Garrity Asphalt Reclaiming, to the office of President for the 2011-2012 term. Garrity lives in Simsbury, Connecticut, with his wife Ann, his two daughters, Casey, 24, Kelly, 19, and his son Brian, 22. Billy was Vice President of Garrity Asphalt Reclaiming from 1990 – 1996 and became President in 1997. He served on the Simsbury Board of Selectmen 1995 – 2005 and on the board of the Utility Contractors of Rhode Island 1995 – 2005. He previously served as Vice President of ARRA and was the 2010 ARRA Annual Meeting Program chairman. Garrity Asphalt Reclaiming has been an ARRA member since 1989.

Other 2011-2012 officers re-elected were: Vice President – Pat Faster, of Gallagher Asphalt Corporation, Thornton, Illinois, and Secretary / Treasurer - Andrew Fox, Road Science, LLC., Tulsa, Oklahoma. ARRA’s Immediate Past President is Dave Cannon, Mt. Carmel Stabilization Group, Murrysville, Pennsylvania.

Directors elected for the term include: Tom Kiernan, Lafarge, Naperville, Illinois; Ryan Essex, Miller Paving, Gormley, Ontario, Canada; John Irvine, Roadtec, Chattanooga, Tennessee; Dale Cronauer, Blount Construction, Marietta, Georgia; and Donn Johnson, Asphalt Recycling Solutions, Inc., Oakdale, Minnesota.

Don Matthews, Pavement Recycling Systems, Mira Loma, California will serve as chairman of the Committee on Recycling Education (CORE), ARRA’s technical committee.

A complete list of the 2011 – 2012 ARRA Board of Directors and Committee Chairmen is listed on page 75.

President Bill Garrity (Garrity Asphalt Reclaiming); Secretary/Treasurer Andrew Fox (Road Science, LLC); CORE Chairman Don Matthews (Pavement Recycling Systems); Director Donn Johnson (Asphalt Recycling Solutions, Inc.); Director Ryan Essex (Miller Paving); Director Dale Cronauer (Blount Construction); Director John Irvine (Roadtec, Inc.); Past President Dave Cannon (Mt. Carmel Stabilization); Vice President Patrick Faster (Gallagher Asphalt Corporation)
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- Increased uptime and performance.

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Asphalt Emulsion Manufacturers Elect Bucky Brooks 2011-2012 President

During its recent 38th Annual Meeting held in Tucson, Arizona, the membership of the Asphalt Emulsion Manufacturers Association (AEMA) elected Bucky Brooks to the office of President, for the 2011-2012 term. Brooks was employed by the City of Monroe, MI from 1975 – 1987, working in several capacities and departments, ultimately in the Department of Public Services as a Supervisor of underground and surface maintenance. His first experience with pavement preservation was an annual patching and slurry seal program still ongoing today. In 1987 he was offered the position of Director of Operations with the Monroe County Road Commission, with responsibility for all maintenance and light construction on 1465 miles of roads including local, primary, state two lane and interstate roads in the county. In 1990 Brooks joined Asphalt Materials, Inc., in 1990 and is now in a sales manager position covering most of Ohio and Michigan. He also works closely with the Heritage Research Group in product development and improvement.

Other 2011-2012 officers elected were: Vice President Mark McCollough – Missouri Petroleum, St. Louis, Missouri, and Secretary/Treasurer, Archie Reynolds, Norjohn Limited, Ontario, Canada. AEMA’s Immediate Past President is Barry Baughman, of ULTRAPAVE Corp., Dalton, Georgia.

Directors elected for the term include; Mark Ishee, Ergon Asphalt & Emulsions Inc., Jackson, Mississippi; Mark Smith, Vance Brothers, Inc., Kansas City, Missouri; Hans Ho, Telfer Oil Company, Martinez, California; Chris Blake, Idaho Asphalt Supply, Inc., Idaho Falls, Idaho and Craig Moore, Cleveland Asphalt Products, Shepherd, Texas. Jean Claude Roffe, Colas, SA, France, will serve as International Member Representative. Mike Hemsley, Paragon Technical Services, Richland, Mississippi, was appointed Chairman of AEMA’s International Technical Committee.

A complete list of the 2011 – 2012 AEMA Board of Directors and Committee Chairmen is listed on page 77.

Left to right: Past President Barry Baughman (ULTRAPAVE Corporation); Director Mark Smith (Vance Brothers, Inc.); Vice President Mark McCollough (Missouri Petroleum); President Bucky Brooks (Asphalt Materials Inc.); Supplier Member Rep John Sellers (Akzo Nobel Surface Chemistry); International Member Representative Jean Claude Roffe (Colas, SA); and Director Mark Ishee (Ergon Asphalt & Emulsions)
Summary - ISSA Board of Directors Meeting Minutes
February 22, 2011, Tucson, Arizona

Roll Call
Tim Harrawood, President
Pierre Peltier, Vice President
Doug Ford, Secretary
Eric Reimschissel, Treasurer
Andrew Crow, Past President
Bob Jerman, Technical Director
Scott Bergkamp, Director
Carter Dabney, Director
Christine Deneuvillers, Director
Rex Eberly, Director
Doug Ford, Director
Rich Francis, Director
Neil Guiles, Director
Rusty Price, Director
Doug Hogue, Incoming Director
Mike Krissoff, Executive Director
David Baker, General Counsel

Call to Order, Anti-Trust Policy, Opening Remarks - Harrawood
Peltier read Anti-Trust Policy.

Executive Director's Report - Krissoff
Reviewed headquarters operations, ISSA and PPRA activities and programs since June meeting, World Congress on Emulsion & ISSA World Congress, Slurry Systems Workshop, tradeshow and meeting plans, joint newsletters, routine administrative matters, etc.

Membership Report - Krissoff
Reviewed 2010 and 2011 reports, and 2011 dues billing summary.

Treasurer's Report - Reimschissel

Annual Meeting - Krissoff
Krissoff reviewed arrangements, registration figures, budget, and program issues and pronounced meeting in good shape at this point. Explained changes in sponsorship structure.

Consensus of Board to keep the 2011 sponsorship structure but add opportunity to sponsor specific events at a set price, period.

Technical Director's Report - Jerman
Reported ISSA Best Practices presentation at Shanghai conference in December, continuing progress on technical bulletins, with three coming to the Board for approval within next few weeks. Will look into process for ASTM approval.

Chip Seal Committee - Guiles
Distributed draft of new chip seal guideline but said it is not quite ready to be submitted for Board approval.

CrackTreating - (Darling)
No report.

Slurry/Micro Committee - Price
NCHRP Synthesis 411, Micro surfacing, TRB report has been published. The link to view the entire PDF format is: http://www.trb.org/Main/Blurbs/164562.aspx. Reviewed copy of chapter 9, a summary conclusion to the research project which includes the conclusions reached in the conduct of the study, effective practices and future research needs. Propose discussing the conclusions in the report and more specifically the future research needs. Since we are the voice of the micro surfacing industry, should we tackle some of the suggested research needed? Update ISSA Marketing Information on slurry surfacing systems?

Asia Market Development - Crow
Reported the 4th conference on pavement maintenance in Shanghai, and that more are being planned in China.

Awards Program/Presidents Award - Peltier
With ISSA's 50th anniversary approaching next year, Peltier proposes recognizing companies that have been members since the beginning. He is also preparing a list of additional candidates for honorary membership.

The Board voted unanimously to approve special recognition awards to (to be announced) for 50 years of membership in ISSA.

Harrawood reviewed recommendations from the judging committee of the 2011 President's Award, and appointed a task force to develop a plan to implement the recommendations to be presented to the Board at the Spring 2011 meeting.

Convention - Ford
Briefly reviewed program details. Pierre will appoint a 3-person committee (Ford, Deneuvillers, plus one other who is headquartered near the meeting venue for 2012.

European & International Specifications - (Urbain, Proteau)
Deneuvillers reported on the presentations from the ISSA World Congress in Lyon. It was the consensus of the Board to post the World Congress presentations on the ISSA website.

Government Relations - Bergkamp
Reviewed FP2 activities.

Industry Relations - Peltier
Announced that Hogue will be new chairman. ISSA will exhibit at CONEXPO with a PPRA presence, and PPRA

Continued on page 18
ISSA Membership approves bylaws changes…

During the ISSA Annual Business Meeting on February 24, 2011, the membership voted to approve bylaws changes, originally distributed to the membership by email on December 18, 2010. The current bylaws are posted at www.slurry.org and will appear in the 2011-12 ISSA Membership Directory.

The committee plans a few changes for the 2012 workshop which will be held at the Texas Station Casino in Las Vegas. We plan on switching to a full-three day format instead of two half and two full days. The plan is to run from 8:00 am Tuesday until 5:00 pm Thursday evening. This will reduce the number of no-shows for the final sessions. We may have a short social hour afterwards to insure that people stay around. We will do the hand mix/calibration and demonstrations on separate days. This will break up the two long days of lectures. The third change is still in process; we need to do something to get more agencies involved. We are kicking around several ideas including; reducing the agency cost to free or almost free, giving contractors “free passes” that they can use to bring agencies with them to the workshop, plus a few other ideas. I would like to thank the Board of Directors for their support and look forward to a successful 2012 Workshop.

Technical Response Team - Guiles
Reported that all is routine.

Suppliers
Krissoff explained the need for a Suppliers meeting; Hogue will handle for now.

Webinars - Harrwood
Three with AI, with about 150 participants total. Very successful. AI willing to do more and perhaps with more technical subjects.

Industry Awareness Campaign - Harrwood
Reviewed briefly. Consider phase two.

Name Change, New Logo - Krissoff
Mentioned need for decision. Tabled til next meeting.

Task Force on Photo Policy for Brochures, Newsletters, Etc. - Eberly, Bergkamp, Dabney
No report. Tabled to next meeting.
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PPRA - Krissoff
Reported completion of new PPRA Display; plans to exhibit at NACE, AASHTO SCOM, & APWA; two combined newsletters (2011 #1 and #2); considering AEMA & ISSA involvement with ARRA Semi-Annual Meeting in Portland, and ARRA involvement with AEMA Workshop in St. Louis; preliminary discussions re PPRA website; selection of 2014 annual meeting location.

Disposition of Benedict Papers - Harrawood
Explained call from Gates & Allan re Benedict papers, and other historical items and papers.

Guiles moved, Bergkamp seconded to reimburse the cost of digitizing Benedict documents in Gates’ possession - APPROVED. Harrawood will coordinate and Eberly will look into digitizing.

Disposition of Historic ISSA Materials - Harrawood
From above.

Ford will retrieve and he and Peltier will examine. Further action tabled. Eberly will investigate longterm storage options.

Consider Bylaws Change to Address Corporate Composition of Board – Harrawood
Discussion ensued re Harrawood’s review of concerns expressed by some members regarding the composition of the Board. No action taken.

Future Meetings - Peltier
Consider AEMA workshop in St. Louis for ISSA Fall Board meeting.

Review Plans for Spring Meeting - Krissoff
Consensus to hold the Spring Board Meeting in Annapolis in accordance with plan outlined by PPRA as previously approved.

Adjournment - 4:45 PM
Help ISSA Promote Your Processes
ISSA’s 2011 outreach program goal is to build greater awareness and preference of the processes ISSA promotes among U.S. transportation agencies. One of the ways we will do this is through e-mail communications dedicated to this audience. However, we need your help to make them successful.

Expand Agency Awareness
We want to increase communication with your audience, which includes the agencies you work with or would like to work with in the future. Please send us any database you currently have containing these people. Be sure to include:
- Complete contact names
- E-mail addresses
- Postal addresses (if available)

All databases will be kept confidential and only be used by ISSA for the purpose of increasing the awareness of pavement preservation.

Share Your Success
They say a picture is worth a thousand words. Please send us your high resolution (one measurement greater than 2,000 pixels) pavement preservation photos and video footage of:
- Unique/successful applications
- Applications performed on the right road, at the right time
- A wide variety of locations, including city streets, subdivisions and interstates

Note: Please be sure that all workers who appear in photos or video footage are wearing the appropriate safety equipment.

We want to promote our processes and grow our industry. All e-mail communications will be focused on these processes rather than on individual members. Please let us know if you have questions or e-mail your databases and photos to Troy Scroggins at tscroggins@trownhbrmg.com. E-mails containing attached files up to 50 MB can be accepted; for additional photos, simply send them in a second e-mail.
Summary - ARRA Board of Directors Meeting Minutes
February 22, 2011, Tucson, Arizona

Present
Billy Garrity, President
Pat Faster, Vice President
Andrew Fox, Secretary/Treasurer
Dave Cannon, Past President
Dale Cronauer, Director
Ryan Essex, Director
John Irvine, Director
Tom Kiernan, Director
Don Matthews, CORE Chairman
Mike Krissoff, Executive Director
David Baker, Counsel

Absent
Nick DiGeronimo, Director
Donn Johnson, Incoming Director

Call to Order, Opening Remarks - Garrity
Called to order and mentioned Anti-Trust Statement

Executive Director’s Report - Krissoff
Reviewed headquarters operations, AEMA and PPRA activities and programs since June meeting, World Congress on Emulsion, AEMA Emulsion Workshop, tradeshow and meeting plans, joint newsletters, routine administrative matters, etc.

Annual Meeting - Faster
Krissoff reviewed arrangements, registration figures, budget, and program issues and pronounced meeting in good shape at this point. Explained changes in sponsorship structure.

Membership Report - Krissoff
Reviewed 2010 and 2011 reports, and 2011 dues billing summary.

Call to Order, Opening Remarks - Garrity
Called to order and mentioned Anti-Trust Statement

Membership Report - Krissoff
Garrity assigned Board to contact non-renewers.

Treasurer’s Report - Fox

Committee on Recycling Education Report - Matthews
Reviewed:
NCHRP Synthesis – Update: Has received nothing further but will check with FHWA’s Wlaschin & Cawley at this meeting.
NHI Course 13150 – Update: Draft due in September with expectation that BARM will be the textbook.
BARM Rewrite - Update
SE Regional Recycling Conference - Update

Technical Review Committee (TRC) - Update: Thomas is working with PRRC.
Pavement Preservation Expert Task Group - Update: Faster reported PPETG has not met.
Pavement Recycling and Reclamation Center (PRRC) – Update

Membership Committee Report - Irvine
Reviewed NAPA agreement and reported that his ARRA presentation at NAPA annual meeting went very well; NAPA’s Mike Kvach is on the ARRA program. Has not yet done much with Affiliates.

Assigns Board members to steward new members at this meeting.

Supplier Members Committee Report - Kiernan
1. In preparation for the pilot Michigan ARRA regional seminar, a number of ARRA members took part in the logistics planning and speaker/topic review process. The venue, Lawrence Technological University in Southfield, MI, was selected due in part to the school’s reputation with the local engineering community and the unwavering support of Dr. Luis Mata, Assistant Professor of the Civil Engineering Department. Some of the Takeaways and Actions of the well attended seminar:

- Attendance was 105 plus (Engineering Students attending between classes)
- Exceeded preliminary budget for Paid Sponsorships and Paid Registrations.
- Developed positive image with local CRAM (County Road Association of Michigan) and MDOT personnel in attendance.
- A Recycle First initiative with the County Road Commissioners seems to be the only way for them to manage their budgets.
- Audience participation was exceptional.
- The regional ARRA members were there in force and provided needed financial support.
- Signed one new ARRA Contractor member- Wadel Stabilization, Inc., Grand Rapids, MI.
- There is a need to do a sequel to this seminar in western Michigan.

2. Rewrite of section on P 77 of the ARRA directory relating to Supplier Members Policies for ARRA Meetings. The issue of Supplier member table top displays at Regional Seminars was

Continued on page 24
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.

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discussed at the last Semi-Annual meeting in Chicago. John Irvine (Roadtec) agreed to write an addendum providing guidance for Sponsoring Supplier members that wish to display product literature at these venues. Currently, there is no bullet point in the directory that specifically addresses compliance at Regional Seminars.

3. A tip of the ARRA hat goes out to Chris Meyer (Mintek, Inc) and Neil Ryan (MTCSG) for their help in recruiting Wadel Stabilization, Inc. Wadel brings a third generation family business in the state of Michigan to the ARRA family.

Roads & Bridges/ARRA Awards - Krissoff
Consensus is to continue program but clarify details with Roads & Bridges.

2011 FHWA/ARRA In-Place Recycling Workshop - Krissoff
Consensus is to highlight an FDR job in Southeast with ARRA member contractors taking the lead, with possibility of including CIR and HIR, for 2011. Further consensus to go with California with Matthews as point man for 2012. Faster offers Illinois if CA doesn’t work in 2012.

Pavement Recycling & Reclaiming Center - Matthews
Reported PRRC is well on its way with newsletter, display and launch at this meeting. Still seeking an executive director.

ARRA Specifications - Essex
CP, CIR, & FDR need editing, and will go to Technical Review Committee for approval and onto ARRA website in two weeks. HIR has not provided Essex with a spec. After posting on website, Krissoff will submit to FHWA for their review and comment. ARRA will address any significant input when the time comes.

Outreach to Consulting Engineers - Garrity
Reviewed report from Affiliate Member Chairman Stephanie Drain and said she is making a strong effort to assess the needs of the Affiliate members. It is important, he said, to promote the regional seminars to local engineering groups.

BARM 2nd Edition - Krissoff
Reviewed his email of January 18, 2011, outlining concerns re BARM II:

It is the consensus of the Board that a new edition of the BARM should be as current as possible, and should be rewritten to include “green” information, micro-milling, etc. ARRA will work with FHWA and the PRRC.

PPRA - Krissoff
Reported completion of new PPRA Display; plans to exhibit at NACE, AASHTO SCOM, & APWA; two combined newsletters (2011 #1 and #2); considering AEMA & ISSA involvement with ARRA Semi-Annual Meeting in Portland, and ARRA involvement with AEMA Workshop in St. Louis; preliminary discussions re PPRA website; selection of 2014 annual meeting location.

Committee Appointments - Garrity
Garrity reappointed all current committee chairmen and will emphasize to each that they need a vice chairman.

Review Plans for Spring Meeting - Krissoff
Consensus to hold the Spring Board Meeting in Annapolis in accordance with plan outlined by PPRA as previously approved.

2011 ARRA Semi-Annual Meeting, Portland, OR
Program must be finalized at Spring Board meeting. Can be PPRA event with some attention to AEMA and ISSA.

2011 AEMA Workshop, St. Louis MO
Faster will assist with ARRA topics to make PPRA event.

2012 SA Meeting
Nothing booked yet. Can be planned jointly with AEMA, maybe ISSA, to be a PPRA event.

2015 Annual
Krissoff to organize planning committee of globally oriented member companies, and will look into Intermat dates.

Adjournment 11:52 AM
Summary - AEMA Board of Directors Meeting Minutes
February 21, 2011, Tucson Arizona

Present
Francois Chaignon, President
Bucky Brooks, Vice President
Barry Baughman, Past President
Chris Blake, Director
Hans Ho, Director
Mark Ishee, Director
Mark Smith, Director
John Sellers, Supplier Rep
Arlis Kadmas, ITC Chairman
Mike Krissoff, Executive Director
David Baker, Counsel

Absent
Mark McCollough, Secretary/Treasurer
Archie Reynolds, Director
Jean Claude Roffe, International Rep

Call to Order, Opening Remarks - Chaignon
Announced his resignation from AEMA Board at conclusion of annual meeting due to his transfer back to France. Reviewed 2010 production survey, suggested doing it again in 2011, and will present a report at Friday AEMA business meeting which may encourage greater participation. Also touched on success of 2010 workshop in Niagara Falls. Re survey: Brooks will contact NACE to see if county engineers can help compile data. Further discussion on a 2011 survey was tabled pending NACE response.

Executive Director's Report - Krissoff
Reviewed headquarters operations, AEMA and PPRA activities and programs since June meeting, World Congress on Emulsion, AEMA Emulsion Workshop, tradeshow and meeting plans, joint newsletters, routine administrative matters, etc.

Annual Meeting - Krissoff
Krissoff reviewed arrangements, registration figures, budget, and program issues and pronounced meeting in good shape at this point. Explained changes in sponsorship structure.

Consensus of Board to keep the 2011 sponsorship structure but add opportunity to sponsor specific events at a set price, period.

Membership Report - Krissoff

Consensus is that dues are based on plants from which emulsions are being produced and/or sold, regardless of whether or not those plants are listed on the AEMA website.

Treasurer’s Report - McCollough (absent)
Krissoff reviewed statement as of December 31, 2010, and February 14, 2011, including the 2011 budget. AEMA enjoyed a turnaround in net income compared to 2009 and exceeded budgeted net income.

International Technical Committee - Kadmas
Will conduct ITC Executive Committee meeting Wednesday, and will report in Thursday’s session on the Emulsion Task Force, webinars with AI, updating the ISSA technical bulletins, assisting in the ISSA guideline for chip seals, and some environmental matters.

Supplier Members - Sellers
Provided written report: The supplier members were recently asked to provide feedback regarding the November AEMA Workshop. Feedback regarding topics, speakers and venue was overwhelmingly positive with only one non-supplier member offering constructive feedback. Director Archie Reynolds contacted the non-supplier member and had a positive discussion which helped reinforce the non-member’s commitment to the association.

Task Force on Membership Approval Process - Ishee
Reviewed recommendations of task group and revised application from staff:
1) Redesign application form to replace the “who is your ITC representative "section with the “do you want to participate” section
2) All information received on an applicant goes out to each Board Member for ballot.
3) The Ballot is open for two weeks at which time a lack of response is counted as a yes vote.

Anything less than a unanimous vote tables the process until, at the discretion of the Executive Director:
- The next scheduled board meeting;
- The negative vote can be resolved via email or conference call (all BOD members involved)

Consensus to amend application to read “list additional plant locations from which you sell or produce...”
It was moved, seconded, and voted unanimously to approve the recommendations of the Task Group on Membership Approval Process.

PPRA - Krissoff
Reported completion of new PPRA Display; plans to exhibit at NACE, AASHTO SCOM, & APWA; two combined newsletters (2011 #1 and #2); considering AEMA & ISSA involvement with ARRA Semi-Annual Meeting in Portland, and ARRA involvement with AEMA Workshop in St. Louis; preliminary discussions re PPRA website; selection of 2014 annual meeting location.

Election of Officers, Appointments, Etc.

Election of Officers - Baker
With Chaignon’s resignation from the Board after the membership had voted by email ballot, Baker explained the Board could fill the vacancy in accordance with the bylaws.

Ishee moved, Ho seconded, and it was voted unanimously to elect Brooks to the office of President, McCollough to Vice President, and Reynolds to Secretary/Treasurer.

Brooks moved, Ishee seconded, and it was voted unanimously to elect Craig Moore (Cleveland Asphalt) to the vacant director position.

Review Plans for Spring Meeting - Krissoff
Consensus to hold the Spring Board Meeting in Annapolis in accordance with plan outlined by PPRA as previously approved.

Adjournment - 3:53 PM
ISSA Committee Reports

The following committee meeting summaries are sourced directly from written reports submitted by the respective committee chairman.

ISSA Slurry Systems Workshop Committee: Rex Eberly, Ballou Construction, Chairman

- Review of 2011 SSWS Workshop
  - Facilities
    - Although the rooms at the Orlando site were not up to par, the meeting facilities were ok.
  - Programs
    - The program was well received by most attendees.
  - Attendee Evaluations
    - Most evaluations were positive with an average score of 7.9
    - The best evaluations came from buyer agencies
  - Demonstrations
    - All demonstrations were successful.
- Preview of 2012 SSWS Workshop
  - Location and dates
    - Texas Station Casino, Las Vegas, NV
    - January 24 - 26
    - The program will change to 3 full days
  - Demo will be on Wednesday afternoon
  - Hand Mixes will be on Thursday afternoon
    - Equipment and Demos
      - Valley Slurry Seal will conduct the slurry and Micro demo and well as cover the calibration seminar.
- Preliminary Program for 2012 SSWS Workshop
  - Review Program
  - Group Discussion
    - Are we on the right track?
    - Recommended Speakers?

ISSA Suppliers Committee: Doug Hogue, VSS Macropaver, Chairman

- What can we do for ISSA?
  - As equipment manufacturers we sell to customers new to the industry and could help ISSA in recruiting new members.
  - We typically find a lot of interest in the workshop from new customers. We would like to see a reduced rate from ISSA or maybe allowing a non-member to register at member rates the first time as a way to encourage them to join.
- What can ISSA do for us?
  - We would like to see ISSA do more internationally as this is where many of our new customers are coming from. Our ideas centered on ways to take the workshop to other countries. We talked about either replicating the workshop in other countries or exporting the workshop as a product.

ISSA Chip Seal Committee: Neil Guiles, Vestal Asphalt, Chairman

The committee met to discuss the proposed draft specification and fielded various opinions and suggestions regarding the completion of the document so as to present to the board within 30 days of our meeting.

The points raised are listed below-
- Discuss additional binders to be added to the list. These could include versions of Hot applied materials and other emulsions.
- Include a brief paragraph detailing the ideal aggregate and defining the properties of a quality chip aggregate.
- Include the correct test method number for elastic recovery.
- Need more specifics on distributor calibration. Perhaps a more detailed explanation of calibration.
- Number pages when full document is complete.
- Add explanation of cure time for crack sealing before chipping.
- Add language about fog sealing or blotting for fresh patch surfaces.
- Section 11- add “binder”.
- Application of aggregate and binder- add explanation of joint construction, proper overlapping, and use of paper for clean joints.
- Use of aggregate supply trucks as additional rollers and to stagger traffic pattern to prevent bleeding in wheel tracks.
- Sweeping times- adjust for various binders- hot and cold.

ISSA Crack Treatment Committee: Bryan Darling, Crafco, Chairman

A few changes were made to the draft of the performance guideline. With the help of Bob Jerman from Meadwestvaco, section 15.2 was made clearer to read and understand. It was decided by the committee to ask the membership for examples of cold pour crack sealant specifications, keeping in mind that it should be a non-proprietary product. A spec will then be added to Crack Treatment Spec Draft and given to the Board for the June meeting. A guideline for joint adhesive for new paving and a guideline for Mastics for repairing thermo cracks are planned after the completion of the crack seal guidelines. The committee would like to see more involvement from contractor members within the committee.

ISSA Slurry/Micro Committee: Rusty Price, Intermountain Slurry Seal, Chairman

We discussed two topics from the NCHRP Synthesis 411 Micro surfacing summary for future research needs as determined and described by the research.

Continued on page 28
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Larry 916 216-5679 1-800-479-9390

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ISSA Committee Reports - Continued from page 26

- Our industry lacks the ability to perform field tests on micro surfacing as it is being applied to the roadway surface.
  - Discussed that this issue has been worked on in the past for two years; (members) couldn’t come to an agreement of where to sample the material let alone the specifics of testing.
  - If the mix design is the contractors’ responsibility, who has the decision of adjustments to the mix design in the field, contractor or owner?
  - Question was asked to several attendees in the meeting who are responsible for doing mix designs, what is the most important test in the mix design to indicate long term performance; conclusion was the six day wet track abrasion test.
  - Should the six day wet track test be a specification to slurry seal mix design?
  - With a type III or some type II gradations, taking mixed samples in the field, the #4 sieve aggregate will be left in the sample. Mix designs are completed with the #4 aggregate taken out of the gradation. We don’t have a specification of g/ft² of loss with the #4 aggregate left in the sample.
  - When contractors have mix designs performed early in the year, before emulsion suppliers have terminal or plant made emulsion available and aggregate suppliers have not started manufacturing aggregate for the construction season, we are testing materials that will not be representative of what we will be using when the actual construction starts. If changes are made to materials during production, we don’t know if the field samples are going to perform the same as the early lab samples (for better or worse).
  - Doug Martin and Lance Allan, both contractors and emulsion manufacturers in the Southern California area, referred to the green book in California. Field testing for WTAB is a specification and required. Experiences; requires trained technician that is knowledgeable with where, how and time of taking samples from the mixing chamber. Different technicians can get different results. Adding water, additive etc. in the heat of the day can result in poor results from field samples. Using cement or lime with a liquid additive can help the wet track abrasion results.
  - There is a need to evaluate laboratory results on lbs per square yard versus field results on the WTAT. If the sample in the laboratory evaluating the Wet Track has used a mold that is thick enough to cover the aggregate 90% in the mixture, what is the lbs per square yard on that aggregate sample? If this isn’t duplicated in the field, the WTAT results will not perform as the laboratory test results. This leads to a question of tightening up the specifications on the gradation and specification.
  - Particle size of the emulsion plays a big on mix designs run in the laboratory and the particle size of the emulsion in the field. Smaller particle size results in faster cohesion
  - Wet stripping tests for field samples could be another way at looking at field testing slurry systems.

- The need for a micro surfacing certification program at the national level. Research to determine the specific content of such a program is suggested.
  - Agencies would be required to be certified to inspect slurry system projects. Reasonable to expect if an inspector is required to be certified in other testing and inspection methods, they should also have knowledge on slurry systems. This would be good for the industry and provide some level of assurance that the agencies receive quality projects. This goes back to lack of education and the need of a certification program.
  - Contractor’s personnel would also be required to certification. What level of the contractor’s personnel would be required to be certified?
  - Who would come up with the criteria of the certification?
  - Who would administrate the certification, was suggested that the National Center might be able to take the lead on this.
  - Start at the DOT level
  - Virginia DOT is only state that requires certification. Required for contractor personnel and DOT inspection.
  - Certification will not guarantee success, however to increase the level of education and knowledge in slurry systems it is something that is doable and needed for our industry.
The following committee meeting summaries are sourced directly from written reports submitted by the respective committee chairman.

ARRA CORE Executive Committee
Don Matthews, Pavement Recycling Systems, Chairman

Matthews started the meeting with an update on specifications. Specifications/guidelines for CIR are essentially complete and are expected to be approved later in the week at the CIR subcommittee meeting. They will then be sent to the PRRC for structuring into an ARRA format. The FDR specs will need to be split out into separate ones for bituminous stabilization and chemical stabilization. Matthews indicated he had talked with Neil Ryan the FDR subcommittee chairman who said that he would accomplish this once he gets the ARRA numbered format example from the PRRC. The HIR specs are just getting started and would require some time.

It was decided to provide these to the PRRC to accomplish.

The NCHRP Project 20-5 Synthesis Topic 40-13 on Recycling and Reclamation of Asphalt Pavements Using In-Place Methods had no update to the status of the final report according to Matthews. He indicated he could not get a response from the overseer of the project. He hoped that he would have a more definitive update by the Semi-Annual meeting.

Matthews also reported on the status of NHI Course 13150 on In-Place Recycling. The contractor has written a well structured Course Requirements Document. The contractor will begin putting the course together for review. Scheduled completion date is by the end of this year.

Matthews reported the ARRA Board of Directors decided that all the editorial corrections for the BARM provided by the subcommittees would be incorporated into the rewrite, and also voted to do a full upgrade to the BARM in a second edition to include the current state of the practice and expand on the environmental advantages. It was decided that the PRRC would lead this effort. The subcommittee chairmen were requested to ask the subcommittee members for photographs in a clear 300 dpi format for inclusion into the second edition.

Todd Thomas reported that the TRC would be meeting later in the day to discuss the technical library and review of the specifications. Todd also reported on the PPETG stating that not much new had happened and there was a meeting scheduled for May this year that he would attend. Pat Faster indicted that he would attend as well.

The meeting ended at its scheduled time of 8:00 am.

ARRA Cold Planning Committee
Greg Bruhin, Garrity Asphalt Reclaiming, Inc., Chairman

- Silica Partnership update – John Irvine – Roadtec
ARRA Committee Reports - Continued from page 29

- LEED Task Statement – questions raised about applicability to road construction, deemed as low importance.
- BARM – grammatical suggestions and updated pictures furnished by the committee will be sent to the PRRC. The content to be updated during the major re-write, as suggested by the committee, includes an environmental section, updated costing and ARRA specification inclusion. Additional suggestions due by March 31, 2011.
- Keystone Engineering presented grinder design and current gradation tests to the committee.

ARRA Full Depth Reclamation/Soil Stabilization Committee
Neil Ryan, Mt. Carmel Stabilization Group, Chairman

- **FDR/SS Guideline Specifications**
  - The committee agreed that a “just in time” training meeting should be added to the specifications for FDR and Soil Stabilization. This meeting would serve to inform those that will be involved in the project on the sequence and rationale for each and every step. This would not be necessary for projects where those involved are already familiar with the processes to the point that no additional information is necessary.
  - The committee agreed that adding a smoothness specification for FDR was not practical/possible and that any requirements for smoothness should be project and local agency specific. The committee agreed that any reference to smoothness in the guideline specifications should refer users to the local agency requirements for base course smoothness.

- **Non – Traditional Stabilizers**
  - The committee briefly discussed “non-traditional” stabilizers such as liquids, liquid polymers and some dry cement additives that increase early strength and reduce permeability. Several in attendance had experience with various stabilizers with little or no success.
  - *Action – Neil Ryan to send TTI and ACE report on liquid stabilizers to attendees.

- **Utility Locating**
  - Many attendees shared their SOP for locating utilities and determining depth before mixing over top of them. These varied from never cutting over any utilities, regardless of depth; to exposing via pot-holing or full width exposure. There are reportedly devices that use ground penetrating radar that are effective in determining utility depth and location that have been used by some contractors in the industry.

  - *Action – Dave Rose to investigate GPR devices and report back to the committee at the semi-annual meeting in Portland, OR.

- **Other/Misc.**
  - Ryan Essex asked for submissions for content for the semi-annual meeting in Portland, OR.
  - Ryan Essex made the committee members aware of the Canadian Brown Book that is used to document energy savings or reductions on recycling projects.

ARRA Hot In-Place Recycling Committee
Pat Faster, Gallagher Asphalt, Chairman

- The highest attendance at an HIR meeting, very productive, time very well spent.
- Spent some time on the new ARRA, AEMA, and ISSA alliance and how we needed to keep that ball rolling. Participating in some of their gatherings seemed to be the action plan. An upcoming Nashville, TN, seminar has AEMA members registered and scheduled to present on the surface treatment portion of the meeting. All thought that was a good approach. The inclusion of Scott Metcalf of Ergon was a great addition. He spent some time on surface treatments for our various disciplines, and it was quite a good segment.
- Hosting of one-day seminars, and all were encouraged become involved in this huge tool. Interest was shown in a seminar in the Indianapolis area.
- General market conditions and a state of our various states.

ARRA Suppliers Committee
Tom Kiernan, LaFarge, Chairman

- Revision of the Supplier Members Policies for ARRA Meetings regarding member display guidelines at Regional Seminars will be written by John Irvine (Roadtec) and submitted to the Chairman (Kiernan) by April 15th. Version will be submitted to ARRA Board for approval.
- Barry Stoughton (BLS) suggested that for future meetings, an identification tab (color coded) be assigned to each individual ISSA, AEMA or ARRA member. The color coded tab could be attached to member name badges like the Speaker/ Sponsor/ Director tabs.
- As a review of the recently held regional seminar in Michigan, the group agreed in principle that following up with the attendees (by email), would be a good measure of success. The Chairman will send out an email list of the seminar’s Roll Call list and apportion

Continued on page 32
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segments to each Supplier member for follow-up. It is anticipated that this Follow-up effort will develop a metric for future Regional Seminars that will help measure Project Creation, ARRA Recycling Disciplines, etc.

Affiliate Members Committee
Stephanie Drain, S. Drain Engineering, Chairman

At the conclusion of the Affiliate Members Meeting during the ARRA Semi-Annual Meeting in Chicago, an Action Plan/List was developed in hopes of addressing the needs and interests of the Affiliate sector.

• Form a workgroup that meets on a regular basis, representing the Affiliate membership base to continually work to address the ideas of the group

  Included in the survey that was sent out to the Affiliate sector was a request for individuals who are interested in joining a workgroup, since that time, 14 members have stepped forward in that effort. We have not yet set up our first meeting.

• Target increasing membership and meeting attendance by Affiliate Members by 10%

  During conversations with agencies who are familiar with ARRA and support efforts such as the Regional One Day Seminars, it was suggested that one way of increasing membership among state and local agencies might be to either reduce the overall membership cost, or to offer benefits to multiple employees (3 or more) within the respective agencies for each paid membership.

• Contact other professional organizations to increase awareness of ARRA and the benefits of membership

  We are making some efforts in accordance with the ARRA wide initiative of informing other professional organizations of the benefits of ARRA membership.

• Discuss feasible and cost effective options to provide accessibility for members abroad

  Still under evaluation are ways to improve accessibility for members that are unable to attend Semi-Annual and Annual Meetings through the usage of multi-media applications such as Skype, videoconferencing and blogging

• Send out a survey to Affiliate Members to assess ways to increase interest and participation in ARRA

  A survey was sent out to evaluate how the Affiliates value their membership and to determine what could be done to increase that value and subsequently membership for our sector. With 15 responses, just over 20% of the membership responded to the survey which was placed on internet site Zoomerang.com. Of those responding, 27% of the members were international. The results of the multiple choice questions of the survey are as listed below:

  1) How long have you been a member of ARRA?
    a. Less than 1 year. 13%
    b. 2-5 years. 27%
    c. 6-10 years. 33%
    d. 11 years or more. 27%

  2) Are you satisfied with your membership?
    a. Yes. 80%
    b. No. 20%

  3) Do you read the ARRA Newsletter?
    a. Yes 100%
    b. No 0%

  4) Do you attend the Annual and Semi-Annual Meetings?
    a. Yes 33%
    b. No 67%

  5) Would you be willing to join a workgroup to better represent the ideas and interests of the Affiliate Members sector?
    a. Yes 73%
    b. No 27%

  There were also a few short answer questions that were meant to further assess the strengths and areas for improvement of the ARRA membership. Overall, it seemed the larger percentage of members was satisfied with the benefits provided by their membership. There was some concern indicated by the International members that as a whole, the organization disproportionately represented the views and concerns of the American members and that the value provided to those in other countries needs to be reassessed frequently. An additional area of concern among the Affiliates was in regard to the Semi-Annual and Annual Meetings. Only 33% of those responding actually attend the meetings and the overwhelming deterrent was cited as the cost and convenience. This view was also strongly identified among the international affiliates as a deterrent for attendance, along with the fact that all of the meetings occur in the U.S. rather than abroad.

  It is our hope that we will be able to find a way to improve the value of the Affiliate Membership to all of our members. As we continue to forward with our action items, we look for more opportunities to show the benefits of ARRA and further strengthen our organization.
AEMA Committee Reports

International Technical Committee Report
Chairman Arlis Kadrmas reviewed the following points reviewed during the ITC meeting on February 24.

Emulsion Task Force Update
- Remains focused on tack coats, chip seals, and micro surfacing applications, chip seals are main initial focus
  - Sub-committee categories include:
    - Residue & Recovery
    - Approved Supplier Certification
    - Inspections & Acceptance
    - Aggregates and Mix Design
- New test procedures being developed for AASHTO approval
- Continuous revision of Strawman Specification
- Matrix Development
  - Identify existing/missing components of specification, design, manufacturing, construction, acceptance, and performance for pavement preservation products
  - Goal is to define successful projects
- Environmental & Regulatory
  - REACH – Registration, Evaluation, Authorization of Chemical Substances
    - Similar to the 1985 US EPA TSCA Inventory creation
    - Different in that REACH is requiring test data for placement on the inventory
  - VOC’s from Asphalt Emulsions
  - New York – ml limits on emulsion distillations
  - Pennsylvania – 0.1% VOC by weight
  - California – Looking at VOC requirements
  - Eco-Efficiency Presentations
  - World Congress on Emulsions
  - ISSA & AEMA Workshops
  - California Chip Seal Association

ISSA Guideline/Technical Bulletin Revisions
- Participating in the review and editing of the ISSA Guidelines for Micro Surfacing and slurry seal
- Currently active in the Technical Bulletin Revisions
- Participating in the development of a Recommended Performance Guideline for Seal Coats

Questions from AEMA Website
- Many questions submitted through the AEMA website regarding technical issues from academia, agencies and producers

Emulsion Workshop Committee
Chairman Archie Reynolds was absent but Bucky Brooks updated the group on the next Emulsion Workshop to be held November 14-15, 2011, in St. Louis, Missouri. He noted that 2012 is an ISAET year and no workshop will be scheduled.

Suppliers Committee
Chairman John Sellers reported on his committee’s meeting February 25, 2011. He was re-elected Committee Chairman for another term, with Jim Andrews as Vice Chairman. Discussion was held to better define the Supplier Committee job description. Supplier members agreed that the primary function of the committee was to act as a liaison between the supplier members and the AEMA Board of Directors. Ideas regarding how the committee could better support AEMA were reviewed. Areas of most interest were new member recruitment, participation in association sponsored training and a more active role in promoting the AEMA website as a marketing tool.
- It was agreed that a new member prospect list would be generated and circulated to the supplier membership for follow up. The need for a list of benefits associated with AEMA membership was also discussed. It is believed that a list of benefits associated with membership will aid in the recruitment of new association members.
- A recommendation was made to request that the Board of Directors send notice to all supplier members when considering association sponsored training seminars. This will provide a feasible opportunity for all interested supplier members to make their facilities and expertise available to assist the association with the training and defer costs.
- Discussion was held regarding the AEMA website and it was agreed that the supplier committee could do a better job in communicating its advantages for hosting company information with associated product and services links. A review of the website attributes is planned and an email will be sent to the supplier members reviewing how the website can best be utilized.

Suppliers continue to unanimously support the joint meetings between organizations. Discussion was held regarding certain registration fee categories with an eye toward either reducing the fees or offering a la carte registration options.
ISSA Announces 2011 President's Award Winner

The International Slurry Surfacing Association (ISSA) is pleased to announce the presentation of its 2011 President’s Award for Excellence to member firm Intermountain Slurry Seal, of Salt Lake City, Utah. The announcement was made during ISSA’s 49th Annual Convention, held in Tucson, Arizona; the award was presented by ISSA President Tim Harrawood, Vance Brothers, Inc., Conway, Arkansas.

ISSA’s annual President’s Award is presented in recognition of contracting achievements which exemplify the highest quality of workmanship, and compliance with the best standards of practice. Roadway projects submitted for consideration are judged on the merits of utility, appearance, schedule completion, customer satisfaction and safety. Intermountain Slurry Seal qualified for the Award after completion of its work on the Grand Canyon North Rim Pavement Preservation Project.

Accepting the award for Intermountain Slurry Seal was Nathan Niemann. For additional information on the award and its corresponding project, contact Nathan at nathan.niemann@gcinc.com or call 801-526-6146.

Intermountain Slurry Seal, Inc originally planned on beginning work in April to complete the project before the park became too busy, due to a very heavy snow year the roads where not cleared and open until May 15th. This caused scheduling delays right from the start. Starting in June Intermountain Slurry Seal (ISS) began patching. Unknown to ISS, the owner had added 6 times the amount of patching than the original bid quantities. Patching continued until the end of July. Because of this additional work ISS knew it would be a challenge to complete this project before the weather started to cool off. Despite what first comes to mind when thinking of the Grand Canyon, the North Rim is over 8000 ft in elevation and even in mid-summer rarely sees temperatures over 90 degrees. This allows a very narrow work window for Chip Sealing and Micro Surfacing. Overlapping major work items would have expedited the project, but would also cripple park access severely. ISS chose to run a more linear schedule to lessen the impact on the park and the visitors. Micro Surfacing began the end of July. This is the height of the “busy season” for the park, with the Micro Surfacing needing to be placed in all of the parking areas and camp areas, scheduling was very important and very difficult. On average it took three days to clear a parking lot. Pre-notification was posted at all 43 locations seven days in advance. Some revisions were made as the work progressed to accommodate for unforeseen changes, however ISS was able to complete all of the work without having to tow a single car!

Chip seal began the end of August, along with monsoon season in the park. Most days the work could not start until 9 or 10 o’clock in the morning due to temperature. In the project plans the roads were shown to be 22 to 24 feet wide, in reality all of the scenic drives are only 18 to 20 feet wide very winding mountainous roads. ISS made the request to close these road’s in order to safely perform the work. Although the park was not in favor of this method they saw the merit of the request and agreed it was the only way to keep the public and our employees safe. While this action kept everyone safe it added tremendous pressure to keep the schedule which had to be published a month in advance of the work, in order to allow the closure, and only allowed 3 days to complete the scheduled roads. Chip Seal proceeded in a modified fashion, again because of the narrow roads all of the dump trucks had to run in a group from the site to the stockyard in order to cover the full width of the road in one pass. There was no way to allow the trucks to pass around the chipper without moving it off the road. The material for chip sealing on Federal projects is subject to quality acceptance testing which is based on test result averages. This means the chips have to be very consistent in gradation. A test meeting the gradation wide band requirements if not within the average band could still cause a deduction on the available bonus. Tests were required to be run every 20,000 SY which equated to 20 samples that were collected split and processed on a daily basis.
Moving Pavement Preservation To The Forefront

We are in this together. That is why Bergkamp has taken an active role in helping pavement preservation become a preferred choice for roadway decision makers. Partnering with those strongly involved in our industry, we are educating elected officials and DOTs about the value preservation brings to our roadways and their budgets.

For more than 25 years, these innovative and pioneering efforts have also been our approach to business. We continue fielding new technology and concepts to help the entire pavement preservation industry through engineering expertise and a dedication to innovation.

If the industry succeeds, so does everyone in it. To continue this movement and bring innovation, reliability and profitability to your preservation business, contact the experts at Bergkamp today.
ISSA Honorary Membership Awarded to Doug Hall

Doug Hall (Musselman & Hall Contractors) has been a member of ISSA since 1978. He receives a plaque for Honorary Membership in ISSA from Tom Ritschel (Micro-Surfacing Inc.) in recognition of his longtime commitment and outstanding contribution to ISSA and the advancement of the slurry and micro surfacing industry in the United States.

Congratulations, Golf Tournament Winners

Smiles all around from: Tim Harrawood (Vance Brothers, Inc.); Mark Ishee (Ergon Asphalt & Emulsions, Inc.); Larry Tompkins (Ergon Asphalt & Emulsions, Inc.); Chuck Ingram (Slurry Pavers Inc.)
ARRA Announces 2011 Award Winners

Each year, since 1985, ARRA has presented special recognition awards to deserving public officials and consulting engineers for their overall professional contribution to and recognition and promotion of the asphalt recycling & reclaiming industry. During its 35th Annual Meeting, in Tucson, Arizona, in February, the Asphalt Recycling & Reclaiming Association (ARRA) announced the recipients of its 2011 awards:

ARRA Honorary Membership
Frank “Stan” Bland, Jr., South Carolina DOT

Stan Bland served the SCDOT for nearly 39 years with the last half of his tenure championing the use of Full Depth Reclamation (FDR) in his district. He acted as District Engineering Director (DEA) for District Four and officially retired June 29, 2010. District Four is located in the upstate comprised of 6 counties and approximately 1000 miles of road were under Stan’s maintenance supervision.

Bland began experimenting with FDR in the earlier 90’s through repairs of small areas utilizing state forces and an in-house reclaimer. Seeing the benefits of such work lead to the first SCDOT FDR letting in 1995 of SC Route 97. The work for SC Route 97 was performed by Base Construction and the road has not had a single maintenance issue since opening to traffic. Subsequent lettings followed with over 100 miles contracted in a single month in 2005. Miller Paving performed most of this work which reclaimed 450,000 tons of material which saved approximately 24,000 trips of tandem trucks if traditional remove/replace techniques had been used. To date from personal conversations with the new DEA, John McCarter, at least 400 miles of asphalt roadway and most likely more has been reclaimed in District Four since 1995. Also, District Four will continue to use FDR until every road in need is completed.

With Bland’s vision and fortitude other districts as well as the SCDOT central office have adopted FDR as their main tool for rehabilitating asphalt pavements. Within the last year, the SCDOT has let more than 100 miles of FDR and in addition to state funds, $10 million in federal funds were set aside for FDR based rehabilitation activities in 2010. The success of the FDR program within the SCDOT has led many counties to use FDR as well as soil stabilization techniques. For example, Fairfield County located in District Four lets on average 10 miles of rural gravel road upgrades by utilizing stabilization and BST treatment each year.

In addition to his work accomplishments, Bland is a professional engineer and received the ARRA 2004 Award for Excellence in Full Depth Reclamation. On many occasions he has worked with the industry to promote the use of FDR either by presentations or simply by his willingness to talk to others concerning the process. It is assured that in his post retirement years he will continue to support the use of FDR to recycle asphalt pavements.

ARRA 2011 Charles R. Valentine Award for Excellence in Cold In-Place Recycling
Souri Amirani, City of Santa Ana, California

Ms. Souri Amirani is the head of design and Deputy City Engineer for the City of Santa Ana, California. Her nominator stated, “No one public official has been a greater champion for cold recycling in the Southern California area. Ms. Amirani has remained a diligent advocate, despite being challenged by other departments within the City itself with respect to incorporating the process.”

The City of San Santa Ana embarked on its first CIR project in early 2008 with its Delhi and Willard Neighborhood Improvement project (Roads and Bridges 2009 Project of the Year). This was the first CIR project for the City of Santa Ana Design Section led by department leader Souri Amirani. Based upon the potential cost savings on this as well as future projects, Amirani and her team were determined to see it succeed, notwithstanding internal opposition, contract delays and difficult construction conditions.

The Delhi and Willard neighborhoods are 50 plus years in age with short street lengths, substantial utilities and varying thickness of existing asphalt concrete, some well below the 3-inches proposed to be recycled. These conditions alone may have prevented some agencies from ever attempting CIR. However, these conditions turned out to be the easiest to overcome. Immediately upon beginning the CIR, isolated areas of saturated subgrade soils were encountered. These areas were random, apparently associated with years of leaking waterline laterals. These areas buried the recycle train and paver to its axels. In some streets they were extensive and on others they represented less than 1% of the area.

Unfortunately the project was begun on what turned out to...
be the worst two streets with respect to subgrade quality. Therefore, shortly after beginning the work, the General Contractor, City Construction and Inspection Divisions justifiably became concerned of this project turning into a complete failure and resulting in a public relations and financial nightmare. The City itself began fighting internally as to whether to pull the plug and thus forever deeming CIR a failure. It was the shear resolve and determination of the City's Design Section and most specifically Amirani, who would not allow the project to be recycled!

After dozens of meetings and construction delays of almost two months, the project was completed. A combination of techniques were ultimately utilized and evolved during the process. Additional extensive coring, probing and DCP testing was conducted prior to recycling the remaining areas. Construction consisted of some streets being CIR, with the isolated failure areas removed and replaced with a deepened lift of Cold Central Plant Recycled (CCPR) pavement. The CCPR pavement in all cases was made from the RAP generated from milling of the existing AC. In some areas the upper AC was stripped off and the subgrade reprocessed and dried with a layer of CCPR pavement then placed. In a few areas the AC was milled off and the subgrade soils cement treated prior to paving back with CCPR pavement.

Amirani and her group have evolved the system incorporating combinations of Cold In-Place Recycling and Cold Central Plant Recycling based upon the thickness of the existing structural sections and the logistics of the projects such as cul-de-sacs in residential neighborhoods. Pursuant to Amirani’s recent travels to education seminars and conferences, the City has provided alternative binder options on their projects to include expanded asphalt during colder weather.

Based upon Amirani’s commitment to the processes, the City of Santa Ana is now determined to recycle as many of the existing streets as possible. Since she held steadfast on that initial project, the City Design Group has completed the following additional cold recycling projects:

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Yards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Artesia Pilar Neighborhood Improv.</td>
<td>46,111</td>
</tr>
<tr>
<td>Local Street Pavement Rehab. Phase V</td>
<td>99,000</td>
</tr>
<tr>
<td>Project Restore Phases II &amp; III</td>
<td>106,900</td>
</tr>
<tr>
<td>Project Restore Phase VI</td>
<td>184,800</td>
</tr>
<tr>
<td>Residential Street Repair Phase IX</td>
<td>141,250</td>
</tr>
<tr>
<td>Project Restore Phases VII and VIII</td>
<td>206,600</td>
</tr>
<tr>
<td>Project Restore Phase XIII</td>
<td>56,000</td>
</tr>
</tbody>
</table>

Amirani is a zealous advocate for the industry having written several articles, holding press conferences and speaking at several industry events, all promoting the benefits of the cold recycling processes. She stresses the green aspects while at the same time providing detail cost savings the City has experienced by virtue of incorporating cold recycling strategies. Due to the press the City of Santa Ana has generated, several city councils in the vicinity have experienced enough political pressure from their constituents that they have in turn demanded their own engineering and public works departments to incorporate cold recycling as one of their preservation/rehabilitation strategies. The influx of cold recycling in the Southern California area is due in no small part on the press and vocal support generated by Souri Amirani and the City of Santa Ana.

ARRA 2011 Award for Excellence in Full Depth Reclamation

Henry Hawkins, Chambers County, Alabama

Henry Hawkins is the County Engineer for Chambers County, Alabama. He graduated from Auburn University in 1970 with a BS in Chemistry and worked as a land surveyor until 1981 when he decided to return to school to pursue a degree in engineering. He graduated from Auburn University in 1983 with a BS in Civil Engineering. From 1983 – 1985 he worked for a consultant surveying for the Corps of Engineers in New Orleans, Louisiana. In 1985, he was hired as the Assistant County Engineer in Chambers County and worked in that capacity until 1992 when he was hired as County Engineer in Henry County. He remained in Henry County until 1996 when he was hired by Chambers County for his present position as County Engineer. He is a Registered Professional Engineer and Land Surveyor in the states of Alabama, Mississippi, Florida and Georgia.

Hawkins has served as 2000 President of the Association of County Engineers of Alabama where he now serves and chairs various committees. He also serves on various committees for the Association of County Commissions of Alabama. He is an active member of both the National Association of County Commissioners and National Association of County Engineers. He is involved in educating current and future County Commissioners and Engineers.

Hawkins was recognized for his achievements in 2003 when he was awarded the “2003 Engineer of the Year Award” by the Association of County Engineers. The award is given annually to a county engineer who has dedicated their time, effort and energy to improving the quality of life in their county. He was chosen by a panel of county engineers from throughout the state including the County Transportation Engineer with the Alabama Department of Transportation.

Says his nominator, ”When we first began promoting Full Depth Reclamation in Alabama, we met with Mr. Sonny Brassfield, President of the Association of County Commissions. Mr. Brassfield gave us some wise advice when he suggested focusing on a couple of prominent County Engineers that had great influence over other county engineers. Mr. Hawkins was the first name he mentioned. During our first meeting with Mr. Hawkins, I quickly realized that I was talking to the right man! Mr. Hawkins informed, “Son, if everything you are telling me about FDR is accurate, there will be many counties in Alabama that will use this process.” He
then let me know that he liked to try new things, however, if he was to stick his neck out, it better darn well work. After months a couple of months and a few meetings, Henry’s assistants found a project and began the testing process.”

After two successful FDR projects in Chambers County, Hawkins agreed to having an “Open House/Project Tour” for his first FDR project, and he advised that he would be glad to host the event and call surrounding counties and invite them personally. The Chambers County conference room was filled with fellow county engineers and Alabama Department of Transportation Engineers where we gave a 30 minute presentation on the benefits of FDR. Hawkins introduced the contractor and allowed him to explain in detail to the attendees how he believed that based on bid prices as well as the issues the counties were facing, he couldn’t imagine the product not taking off in many counties. The meeting was followed by a fish fry for 100 people. The luncheon was followed by a visit to the site where guests asked Hawkins questions as he walked the job in the hot Alabama heat.

When the initial project was complete, Hawkins said he believed that road would be there for a long time and was ready to begin looking for a second project. He also added that there were a couple of items in the specifications that he would like to see changed. Those items were smoothness tolerances as well as water incorporation.

Next was an audience with the Alabama Department of Transportation’s County Transportation Bureau as well as the Materials and Tests Bureau. Hawkins and his assistant Josh Harvill attended the meeting that was attended by 3 counties, 2 Contractors, one Cement company and PCA staff and ALDOT staff for a total of 14 people. They went through every part of the specification with ALDOT. At the end of the meeting, Lyndi Blackburn, the Assistant Materials and Tests Engineer, informed that never had she been invited to a meeting where industry and owners were in agreement to tightening specifications.

While once giving a talk on another innovative product that he was trying, Hawkins added five minutes to the end of the presentation discussing his positive experiences with FDR and how he felt the product was going to take off. He encouraged his fellow county engineers to contact the Alabama FDR promoter to learn more.

It was after a County Engineers Meeting at the Grand Hotel in Pointe Clear, Alabama, when roughly 60 conference attendees were taken to dinner at a local oyster bar. After several vendors stood and described their products, Mr. Hawkins stood and informed the group that while all of the products were good and appreciated, he stated that if you are not incorporating FDR into your system you were missing out on the one of the best products to come along in many years.

In the promotion arena, it is rare when you meet some-one that is not afraid to try new ideas and processes. Mr. Hawkins is the exception! Because of the endorsements of Henry Hawkins, Alabama has grown from a 2007 market of 6 miles to over 50 miles in 2009.

**ARRA 2011 Award for Excellence for Hot In-Place Recycling**

John Beissel, Cook County Highway Department, Illinois

John Beissel is the Assistant Chief Engineer of Transportation and Planning for the Cook County Highway Department, whose main office is in Chicago, Illinois. The county, the third largest in the country, is responsible for over 1500 miles of roadway and 330 bridges. Beissel, a forward thinker, is always on the hunt for the better way. As he says, “If I can turn over a high quality finished product by using what I have (recycling) and it saves me money, it then becomes no decision.”

The county first utilized Hot In-Place Recycling two seasons ago. After attending an ARRA seminar in Joliet, Illinois, they put out a project of approximately 100,000 sq.yds. in a fairly remote area where the roads were structurally sound but with not a lot of asphalt on the roadway. Milling would obviously take away what little material he had and produce no net gain. Specification called for 1.5 inch HIR with a 1.5 inch overlay. Beissel was impressed with the results from day one, but more importantly had the wherewithal to mandate to his districts that they visit this project while the machines were working. They did so over the course of the 10-day project and the light seemed to come on, with a tremendous growth of the number of inquiries from the various districts. Cook County has now accepted Hot In-Place Recycling as one of their standard fixes for roads meeting those criteria, and continues to grow the number of square yards done every year.

*Note: Narrative and testimonial information was excerpted from the nominations submitted.*
Recycling Awards

*Bill Wilson, Don Matthews (Pavement Recycling Systems, Inc.); Bill Garrity (Garrity Asphalt Reclaiming)
CIR - City of Beverly Hills 2010 Street Resurfacing Project, Beverly Hills, California

*Bill Wilson is the Editorial Director of Roads & Bridges

Bill Wilson, Nat Bowe (Dunn Company); Bill Garrity
CIR - Reconstruction of US Route 24, Astoria to Summum, Illinois

Bill Wilson, Jeff Roberts (Eurovia Group); Bill Garrity
FDR - Martin County Road 609 Reclamation Project, Martin County, Florida

Bill Wilson, Bill Garrity, Scott Ryder (C3TS); Bill Francis (C3TS)
HIR - SR 700, Palm Beach County, Florida
Doug Martin (Doug Martin Contracting Co., Inc.); Wayne Church (Paramount Petroleum)

Noel Schulz (Jebro Inc.); Bryan Darling (Crafco Inc.); Kevin & Therese James (Jebro Inc.)

A Yankee fan! Neil & Sherry Guiles (Vestal Asphalt)

On the left, Jeff Gustafson (Superior Tire and Rubber Corp.); Dennis Munks (The Sollami Company) and across the table, Darren Coughlin (Coughlin Company) and Eric Baker (Roadtec Inc.)

On the dance floor - Vicki Owings (Seaco Inc.) and Myles McKemie (Ergon Asphalt & Emulsions Inc.)

Tucson Theme Party Pictures

Be a Sport!
AEMA-ARRA-ISSA Spouses Tour Sabino Canyon and Hacienda Del Sol

An open tram ride through Sabino Canyon in the Sonoran Desert reveals all the Saguaro Cacti native only to the Sonoran. Photo courtesy of Anne Stoughton (BLS Enterprises, Inc.)

Entrance to the Hacienda Del Sol Guest Ranch Resort, where registered spouses had a buffet lunch. Vegetables and herbs are picked daily from the Hacienda’s garden.

Courtyard of Hacienda Del Sol Guest Ranch Resort, built in 1929 and opened as a college preparatory school for girls and now hosts weddings & receptions.

Outdoor Display

Part of the Sponsor Equipment display - John Nesbitt (Arizona Pavement Profiling), displayed his latest product - a high production pickup broom with high dump capability. The Xbroom features the largest hopper in its class, three hydraulic pumps, computer controls, and a unique maintenance saving vertical mast hopper lift system.
AEMA-ARRA-ISSA Past Presidents

Left to right: Jeffrey Reed (ISSA 1985, AEMA 1993-1994); Doug Hall (ISSA 1983); Myles McKemie (AEMA 2003-2005); Tom Ritschel (ISSA 1984); Mike Buckingham (ISSA 1995); Bob Koleas (AEMA 2006-2008); Chuck Valentine (ARRA 1997-1999); Neil Guiles (AEMA 1997-1998, ISSA 2000); Brian Hansen (ARRA 2000-2002); Mike Polak (ARRA 2002-2004); Don Kaiden (ISSA 2007); Chris Anspaugh (ISSA 2002); John Rathbun (ARRA 1994-1995); Francois Chaignon (AEMA 2010-2011); Dave Cannon (ARRA 2008-2010); Kurt Freudenreich (ARRA 1995-1996); Barry Baughman (AEMA 2008-2010)

Not photographed, but also in attendance at this meeting:
Alan Berger (ISSA 2008); Andrew Crow (ISSA 2009); Barry Dunn (ISSA 1998); Tim Harrawood (ISSA 2010); Leo McArthur (AEMA 1978-1980); Steven Muncy (AEMA 1991-1992)

Equipment on display in Tucson - Left: Doug Hogue (VSS Macropaver, VP & Gen. Mgr.) stands next to a VSS Emultech Emulsion Plant, Model EP-75, which produces 16 tons per hour. (or tph). This plant makes the emulsions that are used for Slurry and Micro Surfacing, as well as for Chip Seal.

Right: Macropaver, Model 12B, a truck mount slurry paver used for applying Slurry and Micro Surfacing. It produces and applies 3 to 4 tons per minute of both, Slurry and Micro Surfacing.
February 2, 2011

Mr. Michael R. Krissoff  
Executive Director  
AEMA / ARRA / ISSA  
Annapolis, MD 21401  

Dear [Name],

On behalf of our Executive Committee and Board of Directors, I want to thank you for your payment of $1,100 for your 2011 Highway Users National Advocate Membership Dues for each organization.

The change of leadership and representation within Congress has confirmed that America is at a crossroads. Voter anger about wasteful government spending, heavy-handed regulations and earmarks has spawned a sea change in Congress. But our mission to improve safety and mobility is a constant that transcends political partisanship. In fact, as long as our elected leaders feel that economic growth is a top priority, we have the ability to help them see that safe and efficient highway mobility is the best catalyst for a stronger country.

Divided government may be the best opportunity for our goals to be politically embraced. Yet threats abound. In an effort to show fiscal constraint, it's easy to throw out good programs with the wasteful ones. From the very first day that the 112th Congress met, we had to play defense against fiscal austerity measures that did not spare highways. On the other end of the political spectrum, anti-car and anti-truck groups are already releasing reports that attack funding from the opposite perspective – by concluding that fuel taxes should not be dedicated to highways but instead should be widely dispersed to intercity rail projects, bicycle paths, and even non-transportation programs.

As you know, the motoring public must have a strong voice to successfully influence the dealings of Congress and the Obama Administration. We have our work cut out for us.

Your membership renewal is already helping to support our advocacy efforts that will take on greater intensity not only on the highway funding legislation but also on a myriad of other energy, commerce, environmental and other policies that impacts highway users.

We will work diligently to represent your interests, with an eye to cleaning up and stabilizing transportation programs, prioritizing those that are most important, keeping fuel prices stable and affordable, trimming the fat from time-consuming regulations, and restoring public trust in a stable Highway Trust Fund.

We remain committed to keeping America moving. We urge you to increase your active participation in The Highway Users. For example, your contributions on our Facebook page reach thousands of individual road warriors. By forwarding and responding to our Legislative Alerts and sponsoring our studies, events and grassroots campaigns, you can demonstrate your leadership and personal interest in helping secure the future of American mobility and growth. Thank you again for your strong support.

Sincerely,

[Signature]

Gregory M. Cohen, P.E.  
President & CEO

[Address]

[Contact Information]
FP2 Update
Jim Moulthrop, FP2 Executive Director

The Transportation Research Board (TRB) held its 90th Annual meeting in Washington, DC in late January and FP2 Inc. hosted our annual hospitality suite. The meeting set a new attendance record of 10,900 transportation practitioners from around the world and several pavement preservation paper sessions were conducted along with the pavement preservation and pavement maintenance committee meetings. The hospitality suite was jam packed with attendees discussing preservation and other pavement related issues. Many AEMA, ARRA and ISSA members were able to attend and participate.

During TRB, several members of the FP2 Inc. board held meetings with Congressional staff organized by our advocacy firm, Williams and Jensen, to acquaint the new members with the pavement preservation story and the need for legislation.

The Board of Directors meet during this same time and elected officers and board members for the coming year. The following slate of officers will serve through December, 2011: Baxter Burns, Ergon Asphalt and Emulsions, President; Mike Buckingham, Strawser Inc., Vice President; Bob Koleas, Western Emulsions, Secretary; and Bill O’Leary, Martin Asphalt, Treasurer.

A 2012 National Conference on Pavement Preservation will be held on August 27-30 at the Renaissance Hotel in Nashville, TN, several committees are currently being formed to assist in organizing the meeting logistics and technical sessions. Demonstrations of new or emerging technologies are planned for one of the days. Keep up to date with activities by visiting the Conference website at www.nationalpavement2012.org.

On the legislative front, the 112th Congress was sworn in and seated in January and many changes have taken place, especially in the House of Representatives. I spent a day in meetings with House and Senate staff in early March to discuss the progress of legislation and it was indicated that each body, and the Administration, were working on a reauthorization bill. The indications were that there will be a bill discussed, debated, and passed by the end of August, 2011 but we shall see. Key issues are 1) how will the bill be funded and 2) what will be the length of the legislation. Previous legislation has been for a six year period but there are rumors that it could be of a shorter duration although Senator Boxer (D-CA) and Congressman Mica (R-FL) continue to press for a six year bill.

You are requested to consider nominating a local government organization for the 2011 James B. Sorenson Excellence in Pavement Preservation Award. Nominations will be accepted until July 1 and the selection completed by September 1. The award will be presented in conjunction with one of the Regional Pavement Preservation Partnership meetings. Nominations can be sent to jimmoulthrop@gmail.com. The 2010 Award winner was Rockland County, NY.
Pavement Management Roadmap: A Roadmap to Preserving Our Pavement Investments
from FHWA’s FOCUS Magazine - March 2011

With greater demands being placed on today’s roadway networks, coupled with reduced funding levels at transportation agencies across the country, what will the next 10 years mean for your agency’s pavement investments? The Federal Highway Administration’s (FHWA) new Pavement Management Roadmap (Pub. No. FHWA-HIF-11-011) looks at the long-term vision for pavement management and the research, development, and technology transfer initiatives that are needed to help agencies realize that vision and preserve their valuable investments.

Over the past decade, the transportation community has witnessed an increased emphasis on the use of asset management principles to better allocate resources and make decisions based on system performance objectives. Asset management provides a coordinated approach to managing infrastructure assets over the course of their entire life cycle, thus improving performance, increasing safety, and providing greater value to the community. With an asset management approach, optimal decisions on what would be the most effective mix of preserving, maintaining, renewing, or replacing infrastructure components are based on accurate data, economic analysis, and sound engineering. Decisions are also supported by performance measures and performance-based goals.

“The availability of quality data has had a tremendous impact on an agency’s ability to compare different investment options and to make sound business decisions that consider both engineering and economic factors,” said Nastaran Saadatmand of FHWA’s Office of Asset Management.

This new emphasis on asset management has meant a changing role for pavement management. While in the past, pavement management tools and techniques were primarily used to assess and report pavement conditions, prioritize capital improvements, and estimate funding needs, today’s pavement management data can more broadly support an agency’s asset management strategy by enabling the development of strategic performance objectives for the highway system.

To help agencies make this shift and more fully utilize their pavement management systems, the Roadmap identifies the steps needed to address current gaps in pavement management and establish research and development initiatives and priorities. FHWA developed the Roadmap through three regional workshops held in Phoenix, Arizona; Dallas, Texas; and McLean, Virginia, in 2010. Stakeholders participating in the workshops included representatives from State and local highway agencies, Canadian government agencies, academia, and private industry.

“The implementation of the Pavement Management Roadmap will rely on the creativity and resourcefulness of all those working in the pavement management community.”

Twenty-three short-term needs (over the next 5 years) and 24 long-term needs (over the next 5 to 10 years) were identified and prioritized by participants. Meeting these needs would require more than $14.5 million in funding. Needs were grouped by four theme areas:
1. Use of Existing Tools and Technologies.
2. Institutional and Organizational Issues.
3. The Broad Role of Pavement Management.

Top short-term needs outlined in the Roadmap include communicating pavement management information and benefits, developing and using effective performance measures, improving the skills of pavement managers, developing automated condition data processing tools, and developing methods to quantify the benefits of pavement management. “The short-term priorities emphasize the need for improved access to information about best practices and better methods to communicate the importance of pavement management to transportation agencies,” said Saadatmand. “Stakeholders also emphasized the importance of improving data quality and consistency.”

The long-term needs include ones that will require research to improve existing practices. Priority long-term needs include identifying methods of defining and calculating the effect of pavement preservation treatments on pavement life, defining the impact of pavement management investment levels on benefits, using pavement management data to support design activities, developing performance models that consider a series of pavement preservation treatments, and developing a method for effective modeling of structural condition.

The Roadmap also looks at the steps required to make the identified pavement management priorities a reality, noting that “the successful implementation of the Roadmap demands a focused, cooperative approach among national and international organizations.”

Continued on page 48
“The implementation of the Pavement Management Roadmap will rely on the creativity and resourcefulness of all those working in the pavement management community,” said Saadatmand. Preliminary recommendations include establishing a Pavement Management Roadmap Steering Committee as a subcommittee under the Transportation Research Board (TRB) Committee on Pavement Management. Also recommended is that funding support be identified for two to three priority initiatives each year through the American Association of State Highway and Transportation Officials and TRB.

Additional pavement management resources are available online at www.fhwa.dot.gov/pavement/mana.cfm. The Roadmap is available online at www.fhwa.dot.gov/infrastructure/asstmgmt/index.cfm, along with an accompanying Executive Summary (Pub. No. FHWA-HIF-11-014). For more information on the Roadmap, contact Nastaran Saadatmand at FHWA, 202-366-1337 (email: nastaran.saadatmand@fhwa.dot.gov).

Additional pavement management resources are available online at www.fhwa.dot.gov/pavement/mana.cfm.
I-81 Paving Project Uses Innovative Processes

News Release from VDOT - March 15, 2011

CHARLOTTESVILLE, Va. – The innovative construction methods the Virginia Department of Transportation (VDOT) is using to rebuild part of Interstate 81 in Augusta County will reduce construction time by two-thirds, save VDOT millions of dollars and recycle existing road material back into the new pavement.

VDOT’s research facility, the Virginia Center for Transportation Innovation and Research (VCTIR) in Charlottesville, has studied a number of pavement rehabilitation techniques and has recommended widespread use of innovative recycling processes throughout the commonwealth.

“VDOT will employ a specific combination of reconstruction methods that has the potential to revolutionize how we rehabilitate our aging roads,” said Dr. Brian Diefenderfer, a VCTIR pavement researcher. “We are using three specialized processes to recycle existing pavement materials at the site and reuse them as we rebuild the pavement. This is the first time the three recycling methods will be used together on a single pavement reconstruction project in the United States.”

The project will rehabilitate a 3.7-mile section of southbound I-81 between exits 217 and 213 just south of Staunton. It is one of many segments of I-81 where the entire structure of the pavement, up to about two feet below the surface, has deteriorated from more than 40 years of high traffic volumes and their accompanying heavy loads.

The construction work on this “in-place pavement recycling project” is expected to take two months to complete; the entire project will take eight months and cost $7.64 million. Traditional construction methods for this project could have taken up to two years and cost more than five times the contracted amount. VDOT would have had to widen the southbound lanes, including the bridges, to allow two-lane traffic during the reconstruction. The savings derive primarily from the reduction in time and reuse of materials already in place within the pavement.

On this stretch of I-81, the right lane must be restored from the asphalt driving surface down through its foundation (a combination of compacted aggregate and subgrade soil). Since most heavy traffic loads use the right lane, it has more underlying damage than the left lane.

“Unless the foundation under the right lane is rebuilt, simply repaving the surface is only a temporary fix,” Diefenderfer said.

The project will strengthen and re-compact the 12-inch underlying foundation in the right lane using “full-depth reclamation.” VCTIR worked with VDOT to conduct three recent pilot projects employing this process. An upcoming VCTIR study documents the results and “lessons learned” from these pilots and recommends using full-depth reclamation on other pavement rehabilitation projects where major structural problems exist.

The asphalt layer under the driving surface will be restored using “cold central-plant recycling.” In this technique, stockpiled milled asphalt from the road is processed in an on-site mobile plant for reuse under a new hot-mix asphalt overlay.

Because the damage to the left lane is less severe, it only requires treatment to the surface and underlying asphalt layers. “Cold in-place recycling” uses a machine to pulverize the asphalt layer on the road, then strengthen and re-compact this reconstituted material on top of the foundation before a new asphalt overlay is put down.

Savings on the I-81 in-place paving recycling project go beyond time, money and materials. It will save fuel because it reduces the need to transport as much new and old materials. It will increase safety for both drivers and road workers on the project, because it will cut back on work-zone congestion. This section of rebuilt pavement also will be stronger from bottom to top, extending its service life and reducing the need for such complex maintenance for many years.

A fact sheet with more detailed information on the innovative processes used in this project is available on the VDOT website at http://www.virginiadot.org/VDOT/Projects/Staunton/asset_upload_file558_49940.pdf.
In recent years, transportation agencies have turned to pavement preservation as a key strategy to extend the life and improve the condition of their roadway networks. With many agencies now facing decreased capital budgets, it will become critical to keep good roads in good condition. Preservation treatments and approaches will be even more important in the future, therefore, as relatively small investments in preservation activities can significantly increase infrastructure life. However, the use of many available strategies has been restricted to roadways experiencing lower traffic volume, with little use on high-volume roads.

A new report issued by the Second Strategic Highway Research Program (SHRP 2), *Guidelines for the Preservation of High-Traffic-Volume Roadways*, provides information to help expand agencies’ ability to use varied treatments to best meet the preservation needs on higher-volume roadways. The report is the result of research performed under SHRP 2 Renewal Project R26: Preservation Approaches for High-Traffic-Volume Roadways.

Pavement preservation is a network level, long-term strategy that enhances performance and extends pavement life by using a variety of cost-effective surface treatments. As the guidelines note, “most preservation treatments will have the same beneficial effects on a pavement regardless of traffic volumes.” Barriers historically inhibiting the greater use of preservation treatments on high-traffic-volume roadways have included increased performance expectations, increased risk of failure associated with the durability of treatments under higher traffic volumes, and lack of agency experience with certain treatments. The guidelines are intended to address some of these concerns by sharing the successful experiences and practices of transportation agencies nationwide and by providing direction to agencies on the selection and use of preservation treatments.

“These guidelines can be used to help expand an agency’s toolbox and encourage them to use all available options to safely preserve high-volume roadways and see the greatest network improvement with their available budget,” said Christopher Newman of the Federal Highway Administration (FHWA).

The guidelines include details on factors affecting project and treatment selections for pavement preservation, including traffic level, pavement condition, climate and environment, work zone duration restrictions, expected treatment performance, and relative costs. “Selecting an appropriate preservation treatment for a given pavement at a given time is not a simple process. It involves balancing performance considerations with condition, traffic, materials, funding, and other factors, as well as the applicability and constraints of the treatments being considered,” said Newman. A sequential approach for evaluating possible preservation treatments for an existing pavement and identifying the preferred one is presented in the guidelines, diagramming how data sources and project constraints are considered.

Also presented is information on pavement distresses and how the various preservation treatments can address them. The treatments are described in initial feasibility matrices that outline possible applications for specific distresses and the treatments’ ability to prevent or slow pavement deterioration or to restore functionality or surface characteristics.

Appendix A of the Guidelines, Preservation Treatment Summaries, contains technical summaries for each of the preservation treatments described in the report, including a listing of reference materials that users can consult for further guidance. Appendix B, Examples of Identifying Feasible Preservation Treatments, provides two sample exercises illustrating how feasibility matrices can be used to make an initial assessment of potential treatments and their effectiveness.

Message from the Chairman

Yoshitsugu Onishi, Chairman of Japan Emulsified Asphalt Association

This is New Year message from the Chairman of JEAA. Looking back two international conferences held in 2010 as ISAP and World of Emulsion, he emphasizes the advantages of emulsified asphalt as preventive maintenance and importance of promoting its proper understanding and application.

Participating 5th World Congress on Emulsion

Motofumi Tatsushita, Nichireki Co., Ltd.

This is a brief report of participating in the 5th World Congress on Emulsion, World of Emulsion and 7th ISSA World Congress held in Lyon in October 11 – 14, 2010. The outline of each congress is introduced as themes, workshops, symposium and exhibition. Visiting job site in Lyon is also introduced.

Introduction of Papers on 4th Eurasphalt & Eurobitume (3)

Overseas Documents Working Group, Technical Committee, JEAA

This is a brief introduction of papers from the 4th Eurasphalt & Eurobitume. In this issue, the following paper is introduced: “Methodology to Assess Institute Cold Bituminous Mix Behavior: example of a French experimental worksite” by LWendling, D. Guedon, J.C. Fabre, V Gaufrey, D. de LaRoche, L. Odie

Article from AEMA Newsletter

This is a Japanese translation of the article “Preservation & Rehabilitation 2010: Roads to Recovery” originally published by AEMA Newsletter No. 2 in 2010.

Asphalt Emulsion Course (26)

This is a consecutive course about asphalt emulsion. In this issue, “Method of testing tension of for cylindrical specimen that has tuck court layer” from JIS K 6849 is introduced.

Topics and JEAA News

* The 89th Asphalt Seminar will be held in Shizuoka Pref. on February 17-18, 2011.

* Asphalt Emulsion production amount by JEAA members from July to September 2010 is shown below.
ARRA In-Place Recycling & Reclaiming

Patrick Faster, Gallagher Asphalt

More than ninety people were in attendance at the ARRA In-Place Recycling & Reclaiming Seminar held in Nashville, Tennessee. Seventy per cent of the registrants for this seminar were agency people, more than half of which were from the Tennessee Department of Transportation.

The audience was very receptive to the introduction of ARRA’s five Technical Disciplines (CIR, CP, HIR, FDR and SS). In addition, speaker Scott Metcalf (Ergon Asphalt & Emulsions, Inc.) addressed surface treatments over the various disciplines. His presentation was very well received as was the entire program. Attendees showed interest at every level of the program.

Patrick Faster, Gallagher Asphalt, was the regional organizer for the Nashville Seminar. “I have received about nine e-mails thanking me for this assembly and very complimentary of the program format and execution,” said Patrick.

A buffet luncheon was provided and gave attendees an opportunity to chat informally among themselves.

Each attendee received a copy of ARRA’s Basic Asphalt Recycling Manual (BARM) along with ARRA’s Technical Discipline brochures. The BARM in particular was most appreciated. Some of the registrants lingered for nearly an hour after the seminar ended, talking among themselves about what they had learned. “All in all I think it would be fair to call it a success,” said Patrick Faster.

The following ARRA member companies generously sponsored the Nashville In-Place Recycling & Reclaiming Seminar.

Base Construction Technologies Inc.
Todd Casey 614-351-8963
todd@baseconltd.com

Ergon Asphalt and Emulsions
Ryan Proctor 303-243-4607
ryan.proctor@ergon.com

Gallagher Asphalt Corp.
Patrick Gallagher 708-877-7160
patrick@gallagherasphalt.com

Mt. Carmel Stabilization Group, Inc.
Neil Ryan 317-663-3310
nryan@mtcsg.net

Novatek Inc.
Jeff Crockett 832-797-3063
jcrockett@novatek.com

Roadtec Inc.
Eric Baker 423-785-7184
ebaker@roadtec.com

Wirtgen America Inc.
Wayne Evans 615-501-0600
wevans@wirtgenamerica.com

Thank you for Nashville Seminar Sponsors
Seminar Held in Nashville

Jim Schwarz (Dunn Company) - CIR

Mike Marshall (Wirtgen America) - FDR

Chris Anspaugh (Strawser Inc.)

Eric Baker (Roadtec, Inc.) - Cold Planing

Neil Ryan (Mt. Carmel Stabilization Group) - Soil Stabilization

Scott Metcalf (Ergon Asphalt & Emulsions, Inc.) - Surface Treatments
The Pavement Recycling and Reclaiming Center (PRRC) is pleased to announce a healthy start of our recently announced Founders Circle. Since the Annual AEMA-ARRA-ISSA Meeting in February, no less than 10 new lifetime members joined the Founders Circle. The names of our new members as well as the PRRC projects and initiatives they support are, in alphabetical order:

In support of the Education and Outreach Initiative:
- The Barnhardt Group
- Coughlin Company
- Green Roads Recycling Ltd.

In support of the Innovation and Research Initiative:
- Caterpillar Inc.
- Construction Material Recycling
- Garrity Asphalt Reclaiming Inc.
- Intermountain Slurry Seal
- Pavement Recycling Systems
- Roadtec Inc.
- Rock Solid Stabilization and Reclamation

A warm welcome to all our new Founders Circle members and our sincere thanks for their vision, trust and financial support. Several other ARRA members expressed their interest in joining the Founders Circle and we look forward to welcome them to membership in the near future.

Life-time members of the Founders Circle receive membership in the steering committee for the initiative of their choice. In addition, members have the following benefits:

- Prestige of being a founding industry member of the PRRC
- Knowledge of supporting the growth of the recycling and reclaiming industry
- Listing of company’s logo on special Founder’s Circle page at www.PRRCenter.org
- Exclusive use of the Founder’s Circle logo on the member’s business card, website, etc.

If you would like more information on the PRRC Founders Circle please visit www.PRRCenter.org or contact Dragos Andrei, technical director, at (818) 458-5483 or by email: dandrei@prrcenter.org

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The Basic Asphalt Recycling Manual

The BARM is the single most comprehensive publication ever produced on the subjects of hot in-place recycling, cold planing, full depth reclamation, and cold recycling. Each section offers chapters on detailed project analysis, mix design, construction, specifications and inspection. Also included are a 19-page introduction providing detailed definitions of all asphalt recycling & reclaiming disciplines (including hot recycling), chapters covering rehabilitation strategies and project evaluation, and a glossary of terms and acronyms.*

www.arra.org

*ARRA Publications are available to and through ARRA Members Only
ARRA Members Instruct at LTAP/T2

Blair Barnhardt, The Barnhardt Group

Dr. Michael Heitzman, P.E., National Center for Asphalt Technology (NCAT) along with ARRA members Blair Barnhardt, The Barnhardt Group and Tim Kowalski, Wirtgen America were in action this past week in Alabama. The three expert instructors did four T2 classes in one single week at Huntsville, Birmingham, Montgomery and Mobile locations.

The eager students learned the benefits of how to save money and time by recycling their roads with in-place asphalt recycling. In addition they learned how to maximize their agency’s 30-50% potential savings by combining eco-efficient in-place asphalt recycling techniques with a solid pavement management and preservation program. For Blair, the last T2 session in Mobile spelled the end of a long tour of technical training having recently delivered similar Professional Development Hour (PDH) workshops at eight locations in Georgia for their Department of Transportation Local Technical Assistance Program.

As you would expect during their stay in Montgomery the trio stayed up until near midnight to watch the Wiregrass Construction crews perform live asphalt rehabilitation in front of their place of lodging. Stay tuned to our newsletter to see the when the next LTAP/T2 series will run in your City.

Blair Barnhardt, The Barnhardt Group
Contact Blair Barnhardt for further details, Ph. 404-316-9792, blair@thebarnhardtgroup.com

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Protected by one or more of the following United States Patents. Patent 6,164,728; 6,250,535 B1; 6,364,420B1; 6,357,832B1; 6,371,567 B1; 6,390,352 B1; D 460,769 S; D 471,211 S; 6,585,326 B2; 6,585,327 B2; D 488,170 S; 6,685,273 B1; U.S. and foreign patents pending.
Asphalt Recycling & Reclaiming Association

“We wrote the book on Asphalt Recycling”

ARRA

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Asphalt Recycling & Reclaiming Association
#3 Church Circle - PMB 250
Annapolis, Maryland 21401
Phone: 410-267-0023
Fax: 410-267-7546
E-mail: cerone@arra.org

ARRA is part of the Pavement Preservation & Recycling Alliance
Asphalt Emulsion Technologies Workshop

A two day workshop focusing on the use of emulsion applications in construction and preservation of road systems.

November 14-15, 2011

St. Louis Union Station Marriott
St. Louis, Missouri

Reservations call 800-410-9914


Asphalt Emulsion Technologies Workshop

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AEMA encourages all AEMA members, and non-members who are contractors, manufacturers, engineers, consultants and government agencies to attend this valuable conference. Register now! We look forward to seeing you!
ISSA Slurry Systems Workshop

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Texas Station Hotel
Las Vegas, Nevada

For reservation please call
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to mention ISSA.

http://www.texasstation.com/

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FIRST ANNOUNCEMENT AND CALL FOR PAPERS
Manufacturing, Application, and Performance
October 9 - 12, 2012
The Hyatt Crystal City
Crystal City, 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 fifth 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 2012 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 International Symposums on Asphalt Emulsions, held in Washington in 1996, 1999, 2004 and 2008.
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

**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

**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

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, 2011

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, 2011 and invite authors to prepare papers. Draft copies of papers, by e-mail or cd, are due by April 1, 2012. Draft papers will be reviewed by the technical committee by July 1, 2012 and authors will be asked to prepare a final manuscript and PowerPoint presentations will be due by August 1, 2012.

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 August 1, 2012. Final manuscripts and PowerPoint presentations will be due by August 1, 2012. 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 ‘12 Proceedings will be produced as a cd and will include both papers and PowerPoint presentations if available.

ADDRESS INQUIRIES TO:

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Author’s Schedule
Submission of Synopsis ............................October 1, 2011
Invitation to Prepare Papers .......................December 1, 2011
Submission of Draft Paper .......................April 1, 2012
Notification of Acceptance for Publication ....July 1, 2012
Final Manuscript Due .................................August 1, 2012
PowerPoint Presentation ...........................August 1, 2012

SUBMIT SYNOPSIS TO:
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gaylon.baumgardner@ptsilab.com
ISSA Welcomes New Members

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Jeff Roberts, President & CEO
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Edward Burkett, Executive VP
KCA is a multi-discipline engineering firm with offices throughout the Southeastern United States. Core services include design, inspection, site planning, and asset management consulting in the transportation, general civil engineering, and construction services markets. A mid-sized firm consistently ranked among the Top 500 Design Firms by Engineering News Record.

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Micro Surfacing, Slurry Seal, Chip Seal and Crack Sealing.

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 logo via e-mail, just send a note to ISSA headquarters: krissoff@slurry.org
ARRA Welcomes New Members

ARRA - CONTRACTOR MEMBERSHIP
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Web www.ballousolutions.com
Phone 785-825-7036
Email rexberly@ballousolutions.com
Rex Eberly, Manager
Marketing and constructing all aspects of full depth reclamation and cold in-place recycling, as well as most pavement preservation techniques.

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Steve Taylor, Estimator
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Rick Wadel, President

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Gary Lake, VP Sales
Manufacturers spreading equipment for lime, cement, flyash and blends used in FDR and other soil stabilization processes.

ARRA - AFFILIATE MEMBERSHIP
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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

AEMA-ARRA-ISSA Newsletter 2011 Issue #2
AEMA Welcomes New Members

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Email dteichmann@heartlandasphaltmaterials.com
Web www.heartlandasphaltmaterials.com
Dave Teichmann, Regional Manager
Asphalt emulsions

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Fax 419-425-7040
Email plsimpson@marathonoil.com
Peggy Simpson, Senior Asphalt Technologist
Rapid, medium and slow setting emulsions.

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Phone 562-903-8989
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Thomas J. Wood, Research Project Supervisor
Minnesota State Agency.

Asphalt Emulsions: Eco-Efficiency, Engineered Solutions, Progressive Technology

Available to AEMA Members Only, this 40-page publication is an excellent sales and information tool, created especially for the asphalt emulsion industry.

Written in our words and beautifully illustrated in full color. This brochure displays the terms and practices that AEMA has been promoting since its inception. Order yours at www.aema.org
Slurry Systems - Micro Surfacing and Slurry Seal are cost effective treatments that, when utilized properly, will ensure the preventive maintenance effort produces quality results.

ISSA INSPECTOR’S MANUAL

This 120-page publication contains the latest information covering slurry systems, materials, design, construction, contract administration, problem solving, and special situations like cul-de-sacs, crack filling, thermoplastic markings, etc.

ISSA’s Slurry/Micro Committee and Board of Directors agree this manual is written in our words, the terms and practices that ISSA has been promoting for almost half a century. We urge you to put them in the hands of every user agency, every specifier, every materials engineer, every street superintendent, every consulting engineer, and every civil engineering professor and student you know!

ISSA very much wants its publications to find their way into the hands of public agency officials, consulting engineers, and anyone else with an interest in slurry and micro surfacing. We encourage our members to maintain a supply of this and other ISSA publications to meet this demand.

To order more copies of the ISSA Inspectors Manual or any other ISSA publication, please visit www.slurry.org
### ISSA MEMBERS

#### CONTRACTOR MEMBERSHIP

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#### SUPPLIER MEMBERSHIP

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<thead>
<tr>
<th>Company Name</th>
<th>Contact Person</th>
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<tr>
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Continued on page 66
ISSA MEMBERS - continued

SUPPLIER MEMBERSHIP - continued

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6502 South Yale Avenue
Tulsa, OK 74136
Phone 918-960-3828
Fax 918-720-4650
tthomas@roadsciencellc.com
### 2011-2012 Board of Directors

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Company</th>
<th>Address</th>
<th>Phone</th>
<th>Fax</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>President</strong></td>
<td>Bucky Brooks</td>
<td>Asphalt Materials Inc.</td>
<td>940 N. Wynn Road</td>
<td>419-693-0626</td>
<td>419-693-1069</td>
<td><a href="mailto:bucky.brooks@asphalt-materials.com">bucky.brooks@asphalt-materials.com</a></td>
</tr>
<tr>
<td><strong>Vice President</strong></td>
<td>Mark McCollough</td>
<td>Missouri Petroleum</td>
<td>1620 Woodson Road</td>
<td>314-991-2180</td>
<td>314-991-4037</td>
<td><a href="mailto:lionmark@aol.com">lionmark@aol.com</a></td>
</tr>
<tr>
<td><strong>Secretary/Treasurer</strong></td>
<td>Archie Reynolds</td>
<td>Norjohn, Limited</td>
<td>4365 Corporate Drive</td>
<td>905-336-1216</td>
<td>905-336-1403</td>
<td><a href="mailto:areynolds@walkerind.com">areynolds@walkerind.com</a></td>
</tr>
<tr>
<td><strong>Past President</strong></td>
<td>Barry Baughman</td>
<td>ULTRAPAVE Corporation</td>
<td>1300 Tiarro Drive</td>
<td>706-277-1300</td>
<td>706-277-7876</td>
<td><a href="mailto:bbaughman@trcc.com">bbaughman@trcc.com</a></td>
</tr>
<tr>
<td><strong>Director</strong></td>
<td>Hans Ho</td>
<td>Telfer Oil Company</td>
<td>211 Foster Street</td>
<td>925-228-1515</td>
<td>925-229-4238</td>
<td><a href="mailto:hansho@telferoil.com">hansho@telferoil.com</a></td>
</tr>
<tr>
<td><strong>Director</strong></td>
<td>Mark Ishee</td>
<td>Ergon Asphalt &amp; Emulsions, Inc.</td>
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<td>601-933-3000</td>
<td>601-933-3363</td>
<td><a href="mailto:mark.ishee@ergon.com">mark.ishee@ergon.com</a></td>
</tr>
<tr>
<td><strong>Director</strong></td>
<td>Craig Moore</td>
<td>Cleveland Asphalt Products</td>
<td>PO Box 1449</td>
<td>800-334-0177</td>
<td>936-628-6602</td>
<td><a href="mailto:smmcapco_14@msn.com">smmcapco_14@msn.com</a></td>
</tr>
<tr>
<td><strong>Director</strong></td>
<td>Mark Smith</td>
<td>Vance Brothers Inc.</td>
<td>5201 Brighton Ave.</td>
<td>816-923-4325</td>
<td>816-923-6472</td>
<td><a href="mailto:msmith@vancebrothers.com">msmith@vancebrothers.com</a></td>
</tr>
<tr>
<td><strong>Supplier Member Rep</strong></td>
<td>John Sellers</td>
<td>Akzo Nobel Surface Chemistry</td>
<td>701 Lady Hillingdon Court</td>
<td>633-878-1101</td>
<td>633-878-1101</td>
<td><a href="mailto:john.e.sellers@akzonobel.com">john.e.sellers@akzonobel.com</a></td>
</tr>
<tr>
<td><strong>International Member Rep</strong></td>
<td>Jean Claude Roffe</td>
<td>Colas SA</td>
<td>7 Place Rene Clair</td>
<td>+33-1 476-17380</td>
<td>+33-1 476-17354</td>
<td><a href="mailto:roffe@siege.colas.fr">roffe@siege.colas.fr</a></td>
</tr>
<tr>
<td><strong>ITC Chairman</strong></td>
<td>Mike Hemsley</td>
<td>Paragon Technical Services</td>
<td>390 Carrier Boulevard</td>
<td>601-932-8365</td>
<td>601-932-8466</td>
<td><a href="mailto:mike.hemsley@ptslab.com">mike.hemsley@ptslab.com</a></td>
</tr>
<tr>
<td><strong>General Counsel</strong></td>
<td>David H. Baker</td>
<td>Law Offices of David H. Baker LLC</td>
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<td>202-349-4190</td>
<td>202-330-5092</td>
<td><a href="mailto:dlbakerlaw@aol.com">dlbakerlaw@aol.com</a></td>
</tr>
<tr>
<td><strong>Executive Director</strong></td>
<td>Mike Krissoff</td>
<td>AEMA</td>
<td>#3 Church Circle - PMB 250</td>
<td>410-267-0023</td>
<td>410-267-7546</td>
<td></td>
</tr>
</tbody>
</table>

---

**Asphalt Emulsion Manufacturers Association**

**2011 Issue #2**
Asphalt Emulsion Manufacturers Association
2011-2012 Committees

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Greer, SC 29650
Phone 864-469-6332
john.e.sellers@akzonobel.com
## MASTER CALENDAR OF UPCOMING EVENTS

### 2011

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
<th>Location</th>
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<tbody>
<tr>
<td>ARRA/FHWA Recycling Seminar</td>
<td>July 17 - 21</td>
<td>TBA</td>
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<tr>
<td>AASHTO Subcommittee on Maintenance</td>
<td>Sep 18 - 21</td>
<td>Seelbach Hilton, Louisville, Kentucky</td>
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<tr>
<td>APWA Show</td>
<td>Nov 7 – 8</td>
<td>Benson Hotel – Portland Oregon</td>
</tr>
<tr>
<td>AEMA Emulsion Technology Workshop</td>
<td>Nov 14 – 15</td>
<td>St. Louis Union Station Marriott – St. Louis, Missouri</td>
</tr>
<tr>
<td>Summer ARRA/FHWA Recycling Seminar</td>
<td>July 17 - 21</td>
<td>TBA</td>
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<tr>
<td><strong>2012</strong></td>
<td></td>
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</tr>
<tr>
<td>TRB 91st Annual Meeting</td>
<td>Jan 22 – 26</td>
<td>Sheraton Washington, Washington DC</td>
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<tr>
<td>57th NAPA Annual Meeting</td>
<td>Jan 22 – 25</td>
<td>JW Marriott, Palm Desert, California</td>
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<tr>
<td>ISSA Slurry Systems Workshop</td>
<td>Jan 24 – 27</td>
<td>Texas Station Hotel &amp; Casino - Las Vegas, Nevada</td>
</tr>
<tr>
<td>AEMA-ARRA-ISA Annual Meeting</td>
<td>Feb 20 - 24</td>
<td>Hyatt Regency Coconut Point - Bonita Springs, FL</td>
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<tr>
<td>World of Asphalt</td>
<td>Mar 13 – 15</td>
<td>Charlotte, North Carolina</td>
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<td>NACE</td>
<td>Apr 1 – 5</td>
<td>Lexington, Kentucky</td>
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<tr>
<td>APWA Show</td>
<td>Aug 26 - 29</td>
<td>Indianapolis Convention Center – Indianapolis, IN</td>
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<tr>
<td>International Pavement Preservation Conference</td>
<td>Aug 27 - 31</td>
<td>Renaissance Nashville Hotel - Nashville, Tennessee</td>
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<tr>
<td>AEMA ISAET 2012 - Int’l Symposium on Asphalt Emulsion Technology</td>
<td>Oct 9 - 12</td>
<td>Hyatt Crystal City - Crystal City, Virginia</td>
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<tr>
<td><strong>2013</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ISSA Slurry Systems Workshop</td>
<td>Jan 22 – 25</td>
<td>Texas Station Hotel &amp; Casino - Las Vegas, Nevada</td>
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<tr>
<td>58th NAPA Annual Meeting</td>
<td>Feb 10 - 13</td>
<td>Venetian, Scottsdale, Arizona</td>
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<td>AEMA-ARRA-ISA Annual Meeting</td>
<td>Feb 19 - 23</td>
<td>Renaissance Esmeralda Resort - Indian Wells, CA</td>
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<tr>
<td>APWA Show</td>
<td>Aug 25 - 28</td>
<td>McCormick Place – Chicago, Illinois</td>
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<td><strong>2014</strong></td>
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<td>AEMA-ARRA-ISA Annual Meeting</td>
<td>Feb 24 – 28</td>
<td>The Fairmont Turnberry Isle, Aventura, Florida</td>
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<tr>
<td>CONEXPO</td>
<td>Mar 18 – 22</td>
<td>Las Vegas, Nevada</td>
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<tr>
<td>APWA Show</td>
<td>Aug 17 - 20</td>
<td>Metro Toronto Convention Centre – Toronto, Ontario</td>
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<td><strong>2015</strong></td>
<td></td>
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<tr>
<td>AEMA-ARRA-ISA Annual Meeting</td>
<td>Feb</td>
<td>Paris, France</td>
</tr>
</tbody>
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