Not Quite Woodstock

Mike Krissoff, AEMA-ARRA-ISSA-PPRA Executive Director

Calendars the world over have been marked for months with the dates of June 27 – 29 circled in red. These are dates not to be missed. They came from the West Coast, they came from the Mountains, they came from France and New England, the Plains and the Desert and the Piedmont. But instead of three days of fun and music, they found crowded airports, heavy traffic, and stuffy conference rooms as they descended on the little town by the bay, the nation’s sailing capitol, a town where George Washington slept, for their annual pilgrimage to association headquarters in Annapolis, Maryland.

Three days of work, of brainstorming, of flip charts and laptops, of conference tables, of hotel continental breakfasts, comparing notes on association issues, industry matters, technical to promotional, local to national to global, building on our strengths and identifying and strengthening our weaknesses. Meetings to review finances, meetings to write guidelines, meetings to forge partnerships, even meetings to plan more meetings…..

It all began early Monday morning, June 27, when a small delegation of ARRA members gathered at 8:00 am in a hotel coffee shop, just a few blocks from the new Federal Highway Administration building in Washington, DC, to do the final prep for the 4th annual meeting of the ARRA/FHWA Partnership, a program that began as a means to attract the Feds’ attention that has now morphed into a constructive status report where agency and industry brief, debrief, and re-brief each other on initiatives past, present, and future, promises kept, progress made, seeking ever more opportunities for growth, understanding, and success.

Then it was a race back to Annapolis to meet the early arrivals, getting into town to stay at the Governor Calvert House before the others clog the front desk for the Tuesday morning meeting of the Pavement Recycling & Reclaiming Alliance (PRRA) team. But first, it was a quiet sunset cruise on the Chesapeake; designed more to get the nerve endings buffed down than it was to ratttle the brains. Plenty of time for that on Tuesday.

Continued on page 5
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Notes from Headquarters

Please be reminded of the deadlines for AEMA Awards Nominations, ARRA Awards for Excellence in Recycling and the ISSA President’s Award for Excellence which are fast approaching. Start thinking now about submitting a nomination this year. Information appears on pages 40 through 45.

Two important points: 1) the ballot is not enough, you must follow the instructions on the ballot and submit the supporting documentation required with your nomination; and 2) the deadline is firm.

The 2011 ARRA/FHWA In-Place Recycling Workshop is coming up August 30 – September 1 in Atlanta, Georgia.

ARRA Directors Ryan Essex and Dale Cronauer have sent regular communiqués to the membership regarding this program, identifying agency speakers and invitees, and more. Included in the workshop will be coverage of each of ARRA’s disciplines, panel discussions, lectures, case studies, and a field trip to a working in-place recycling project. Final preparations are underway and you will be kept apprised by email.

The 2011 workshop is the fourth in a series (2008 in Salt Lake City, 2009 in Minneapolis and 2010, Harrisburg) to help engineers integrate in-place recycling techniques into their pavement preservation and rehabilitation programs. Experts from both industry and agencies will present information that is localized to the Southeast. In-Place Recycling is a cost effective way to maintain and preserve infrastructure, helping agencies of all sizes meet their environmental and sustainability goals for more than 30 years. See the complete agenda on pages 71 - 73.

Learn about the Federal Highway Administration’s Every Day Counts program, and particularly the Safety Edge, at http://www.fhwa.dot.gov/everydaycounts/technology/safetyside/ For further information, technical contacts are Chris Wagner (404-562-3693) and Andy Mergenmeier (410-962-0091).


ARRA is pleased to learn that the Ontario Provincial Standards (OPS) Specialty Committee on Pavement has completed its initial review of several pertinent specifications and has asked the Association to provide comment. The draft specs involved are: OPSS 331 Full Depth Reclamation with Expanded Asphalt Stabilization, OPSS 333 Cold In-Place Recycled Mix, and OPSS 335 Cold In-Place Recycled Expanded Asphalt Mix. A team of ARRA members has been assembled and looks forward to providing its input and expertise.


The 2012 World of Asphalt is set for March 13 – 15 in Charlotte, North Carolina, and the organizing National Asphalt Pavement Association has asked AEMA, ARRA, and ISSA to provide several hours of program content. Mark McCollough (AEMA), Todd Thomas (ARRA), and Pierre Peltier (ISSA) have stepped up to help assemble a core of experts from our memberships and will address topics such as:

- Chip Seals: Aggregates & Binders
- Chip Seals: Construction & Proper Application
- Trackless Tack Coats
- Traditional Tack Coats
- CIR & HIR Best Practices


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Continued on page 4

AEMA-ARRA-ISSA Newsletter 2011 Issue #3
Notes from Headquarters - Continued from page 3

- Best Practices for Milling & Profiling
- FDR/Soil Stabilization (tentative)
- Slurry Systems Best Practices
- Cape Seals Intro & Best Practices


The Institute for Environmental Research and Education, American Center for Life Cycle Assessment has published the final document “Pavement Preservation Products PCR” (Product Category Rule) on June 1. You can view the entire 31 page document here: http://www.lcacenter.org/Data/Sites/1/SharedFiles/committeedocuments/pcrcommittee/registeredpcrs/pavementpreservationproductspcr.pdf

Part of the ongoing ISSA PR Campaign, check out the article in the June 2011 Roads & Bridges A Stop Gaffe – Agencies need to communicate preservation strategies by Paul Fournier.

Asphalt Magazine (The online magazine of the Asphalt Institute) – June 2011


From the 2011 June Board Meetings Album

General Counsel David H. Baker and AEMA Director Mark Smith, Vance Brothers, Inc.

ARRA Director Ryan Essex, The Miller Group, Inc. and ARRA President Bill Garrity, Garrity Asphalt Reclaiming, Inc.

ARRA Past President Dave Cannon, Mt. Carmel Stabilization Group; AEMA Director Hans Ho, Telfer Oil Company; ARRA Vice President Patrick Faster, Gallagher Asphalt Corporation

ISSA Vice President Doug Ford, Pavement Coatings Company, enjoys a cool ice cream treat “nutty buddy”
After a breakfast of hotel scrambled eggs, bacon, fruit, and potatoes served in a friendly buffet, the PPRA went to work for four hours, clearing the agenda of annual meeting plans, newsletter issues, trade show participation (both in exhibits and on the program), combining and/or co-locating annual events such as the AEMA Emulsion Technologies Workshop and ARRA Semi-Annual Meetings, the PPETG’s upcoming survey on contractor certification, the KU online certificate program in asphalt pavement management, recycling, and preservation……much, much, much to talk about, and doing so very efficiently with the views of three associations capably represented in the room.

By now, almost all 36 expected attendees had arrived, just in time for the typical hotel buffet deli lunch, except these sandwiches were actually good. After an hour or two renewing acquaintances, figuring out who had what on his plate (literally and figuratively), the crowd broke down into separate concurrent AEMA, ARRA, and ISSA Board meetings, with discussions ranging from the routine housekeeping items to more involved confabs on more and better educational programs, the proper use of our applications, the 2015 meeting in Paris, research needs and opportunities, more active use of social media to enhance our objectives and, frankly, the relative well-being of these three associations in light of the country’s, and the world’s economic situation over the past several years.

Time now for all to finally partake of what the land of pleasant living offers best……a one-hour boat ride in the face of a threatening thunderstorm to a local crab joint for buckets of beer, piles of crabs and other seafood morsels from a creative blue-collar chef, topped off by the biggest nutty buddies this side of Candyland! Two hours later, we dodged the lightning strikes and the whitecaps, and delivered all back to their hotel rooms in the heart of the historic district of Maryland’s capital city, right across the street from the oldest state house in continuing operation in the United States.

Wednesday morning all showed bright and early for a repeat of the previous day’s breakfast, chomping at the bit for another round of Board meetings. And somehow, the planning committee for the 2012 annual meeting found a few minutes and a quiet corner to further their program ideas, seeking the latest news, the most informative speakers, and challenging but worthwhile presentations.

For the wrap-up, the group saved an hour to bring all into one room to review the actions and decisions of each Board, seeking common ground and more ways and programs in which to work together. Some ideas were accepted, some rejected, and some referred back to committee or PPRA for further study or refinement.

A productive few days, to be sure. We owe these Board members a tremendous debt of gratitude. They give up their own time, they pay their own way, and they receive neither reimbursement nor compensation from AEMA, ARRA, and ISSA, all to better the industries from which our members derive a living.

Three days of fun & music? You be the judge as you gauge the programs, activities, and ongoing accomplishments of these three organizations. Nothing just happens. Countless volunteer hours and dollars go into everything we do. It is not a thankless job unless you forget to thank them.

Not Quite Woodstock - continued from page 1

Always connected to the office - (Left) AEMA Vice President Mark McCollough, Asphalt Materials, Inc. and (Right) AEMA Secretary/Treasurer Archie Reynolds, Norjohn Limited
More From the 2011 June Board Meetings Album...

ARRA Directors Dale Cronauer, Blount Construction Co., Inc. and Donn Johnson, Asphalt Recycling Solutions

ARRA Government Relations Chairman John Rathbun, Cutler Repaving, Inc. and ARRA Director John Irvine, Roadtec

AEMA Director Hans Ho, Telfer Oil Company and ARRA CORE Chairman Don Matthews, Pavement Recycling Systems

AEMA Vice President Mark McCollough, Asphalt Materials Inc. and ARRA Director Tom Kiernan, Lafarge Corporation

2012 Annual Meeting Planning Committee

Representatives from AEMA, ARRA and ISSA make up the planning Committee for the Joint Annual Meeting to be held February 20 - 24, 2012 at the Hyatt Regency Coconut Point in Bonita Springs, Florida

Standing: AEMA Director Chris Blake, Idaho Asphalt Supply, Inc.; AEMA-ARRA-ISSA Executive Director Mike Krissoff; ARRA Secretary/Treasurer Andrew Fox, Road Science LLC; ARRA Director Ryan Essex, The Miller Group, Inc.; AEMA Vice President Mark McCollough, Asphalt Materials Inc.; ISSA Vice President Doug Ford, Pavement Coatings Company; AEMA Secretary/Treasurer Archie Reynolds, Norjohn Limited

Seated: ARRA Vice President Patrick Faster, Gallagher Asphalt Corporation; ISSA Secretary Christine Deneuvillers, Colas SA
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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
Tuesday, June 28, 2011 (with PPRA reps)
Wednesday, June 29, 2011
(with all AEMA, ARRA, ISSA Board members)

AEMA Representatives
Bucky Brooks
Mark McCollough
Archie Reynolds

ARRA Representatives
Dave Cannon
Ryan Essex
Bill Garrity

ISSA Representatives
Doug Ford
Pierre Peltier
Tim Harrawood

Staff Representatives
Lisa Cerone
Mike Krissoff
David Baker

Tuesday Discussion Points:

1) Combined Newsletters: All reported having received no complaints re the combined newsletters.

2) 2011 & 2012 trade show participation: PPRA will exhibit at 2012 World of Asphalt with AEMA, ARRA, and ISSA booths, too, if Krissoff can work the deal for comp space, and at the Pavement Preservation Conference in Nashville; if APWA conflicts with the Nashville conference, PPRA will do Nashville.

3) Review Future Meetings Schedule: Discussion re combining 2012 ARRA Semi-Annual Meeting with AEMA ISAET in Virginia, but these events draw two separate and distinct audiences; staff will look into co-locating ARRA at same hotel to perhaps work a better deal, but the meetings will not be combined.

It was the consensus of the group to consider New Orleans for the 2016 Annual Meeting.

4) 2011 & 2012 AEMA, ARRA, and ISSA events that can be expanded into PPRA events: It was noted that the programs of the 2011 ARRA Semi-Annual Meeting in Portland, OR, the 2011 AEMA Workshop in St. Louis, and the 2012 ISSA SSSWS in Las Vegas, are being developed to include some representation of the other two groups.

It was the consensus of the group to conduct a joint AEMA Workshop, ARRA Semi-Annual Meeting, and ISSA Seminar as a PPRA event in November 2013 in Dallas. This event would not replace the 2014 ISSA Slurry Systems Workshop.

5) 2012 Annual Meeting: Consensus to keep the Awards meal function a breakfast and not switch it to a luncheon.

6) 2012 Spring PPRA Meeting
   It was the consensus of the group to conduct the Spring 2012 PPRA and AEMA-ARRA-ISSA Board Meetings at the Renaissance Esmeralda in Indian Wells, CA, site of the 2013 Annual Meeting.

7) Quality Standards for Asphalt Preservation Products – American Center for Life Cycle Assessment: PPRA noted its appreciation of the efforts expended by Mark Ishee in providing AEMA-ARRA-ISSA input to the authors of this report.

8) KU Online Certificate Program in Asphalt Pavement Management, Recycling & Preservation: Reviewed the information provided on this course, and are optimistic that with the use of AEMA, ARRA and ISSA materials, the course will be successful and provide high quality and accurate information and instruction.

9) PPETG Questionnaire on Contractor Certification: PPRA questions validity of certification overall, and it was the consensus of the group that most of the questions were not relevant, but that the survey should go to the AEMA-ARRA-ISSA lists. It was noted that the second stated purpose of the survey was to assess contractor interest. Peltier, Essex, and McCollough will draft a “position paper” on this subject for PPRA review, publication in the newsletter, and sent as a follow-up to the questionnaire. Essex will draft a PPRA response to questions #8, 9, 10, and 11.

10) Information Services Personnel: Krissoff briefly reviewed the presentation he had distributed prior to the meeting, which he prepared in response to a PPRA request.

PPRA enjoyed a good discussion on the topic and will refer it to the respective Boards for further study.

Continued on page 10
REUSE THE PAVEMENT. DON’T REMOVE AND REPLACE IT.
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Wednesday Discussion Points:

1) 2015 Annual Meeting in Paris: The group agreed to include the International Conference on Pavement Preservation as part of the AEMA-ARRA-ISSA meeting as long as the details can be worked out satisfactorily for all parties. The World of Emulsions has expressed preliminary interest in joining, but would like AEMA-ARRA-ISSA-ICPP to have firm plans in place before making a formal request.

2) Information Services Personnel: The AEMA reported having approved the proposal with the condition that the expense appear as a separate line item on its financial statements, and that it be pro-rated appropriately. ARRA reported having approved a modified proposal based on a $20,000 per group cost, and that the person hired be an engineer who can be trained in pavement preservation applications and technology. ISSA requested a more detailed description of the position and more time to discuss the matter in a Board meeting.

After very positive discussion, the matter was referred back to PPRA for further study.

Pavement Preservation & Recycling Alliance Meeting - Continued from page 8

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
Facebook, Twitter, You Tube, the internet and all up and coming social networks are and probably will remain Greek to me, at least until I figure out how to switch my cell phone call waiting back and forth without hanging up. I am working on it and I am sure I will figure it out, but in the meantime I apologize if I have ever hung up on you.

In this age of social networking as a tool to get messages and news out to the rest of the world, AEMA is finding itself needing to catch up with and stay current with social networking technology.

At our June Board meeting, we had quite a discussion around the possibility of jointly funding, along with ARRA and ISSA, a new position within our management company Krissoff & Associates, Inc., that would focus on keeping the good word of each of our interests prominently displayed in the world of electronic media.

Being a Baby Boomer, I am at the age where I appreciate the fact that there were no cell phones and especially cell phone cameras when I was in high school. While I appreciate that fact I don’t know what I would do today without my BlackBerry and laptop computer, I resisted them both for a long time but I find that they allow me to not be stuck in the office and enable me to keep up with things while I am away.

Working in this business over the last twenty-one years, I have seen agency engineers, spec writers and purchasing agents retire and be replaced by much younger people who bring the desire to computerize and get their facts from the internet. Don’t get me wrong, I still believe that this business is a business of relationships but, if we don’t figure out how to mix relationships with the world of social networking, we will slowly but surely find ourselves on the outside looking in.

I see the use of consulting engineers by agencies growing in the future and, at least in my experience, pavement preservation and recycling are new to them. I see them going to the internet to find contractors and suppliers. My hope would be that when they look they will find the AEMA website or even Facebook page that will be informative and link them to AEMA members in their area. I also see this as an incentive for non-members to become members.

I believe that our team at Krissoff & Associates are doing a great job of keeping our website up to date, but I think it is time that we take the next step and keep up with the increasing use of social media and enhance our website to keep it interesting.

There are a lot of exciting things going on. We have been invited to do presentations on asphalt emulsion at the World of Asphalt, PPRA is coming together and promises to be a huge asset to all of our businesses, and the emulsion workshop in St. Louis in November has come together and promises to be a great learning experience.

Finally, thank you to the AEMA Board for all of your hard work and dedication to making our industry stronger and making sure that asphalt emulsion is the product of choice for pavement preservation and recycling.

I hope that you all have a successful season.

The AEMA 2011-2012 Board of Directors in Annapolis

Front row: Director Hans Ho, Telfer Oil Company; President Bucky Brooks, Asphalt Materials, Inc.; Secretary/Treasurer Archie Reynolds, Norjohn Limited; Director Mark Smith, Vance Brothers Inc.

Back row: Supplier Member Rep John Sellers, Akzo Nobel Surface Chemistry; Director Chris Blake, Idaho Asphalt Supply, Inc.; Director Mark Ishee, Ergon Asphalt & Emulsions, Inc.; International Member Rep Jean Claude Roffe, Colas SA; Vice President Mark McCollough, Asphalt Materials, Inc.
ARRA President’s Message

Billy Garrity, Garrity Asphalt Reclaiming

I hope everyone is busy and prosperous at work. In talking with members from around the country, it was a slow spring for most with all the horrible weather that we had. Let’s hope that we all have a strong summer and fall.

Things have been busy for ARRA. A contingent of members met with FHWA officials in Washington on June 27th for our annual meeting. We continue to press for more work with pavement preservation and are always looking for ways to work with them. Over the years, we have found that these meetings have been very beneficial for ARRA and its members and will continue so that ARRA’s voice is always heard.

The Pavement Recycling and Reclaiming Center has named Steve Cross as its Executive Director. We look for good things from Steve as he settles into his new position. One of the first things Steve is doing is organizing the FHWA/ARRA In-Place Recycling Workshop in Atlanta, August 30 through September 1st. I would like to thank our local members in the area who are helping to make this happen. This is the fourth workshop that we have done for the Feds and they are already talking about the 2012 workshop. These workshops are very important for ARRA members and they have proven to be a benefit for the state DOT that attends.

It seems since I have been President of ARRA, I have talked repeatedly about the need of Congress to approve a long term Highway Transportation bill. Well it still hasn’t happened and I have my doubts that it will happen in 2011. There is talk about doing a shorter term – maybe only a couple of years. Let’s hope these people can get their act together and do the right thing for the economy. As always, our representatives in Washington, Williams & Jensen, continue to meet with the key players and keep us informed where things are going. As I’ve said before, nothing beats writing your congressman or senator, or even better, inviting them to your office or to jobs you are working on.

ARRA continues to work with AEMA and ISSA as part of our Pavement Preservation & Recycling Alliance. We just got back from meetings in Annapolis at the end of June which also included a separate board meeting for all three groups and a meeting with all three boards at the end. These meetings were very beneficial as we continue to be a strong voice in Asphalt Preservation.

One important topic we are working on is the hiring of an Information Services Manager (web geek). Mike Krissoff gave a great presentation on how this new person would be helpful for all three organizations. Social media is exploding and we need to keep up with it. While we did not reach a consensus at the spring meeting, the PPRA is meeting in August to keep the ball rolling on this important position.

Our semi-annual meeting will be held this year in Portland, Oregon, November 7th and 8th. Andrew Fox from Road Science is putting together a great program and we want to make sure this is well attended.

Finally, remember that the ARRA Special Recognitions Awards ballots are due October 1. This is a great way for you to get recognition for good customers. Let’s make sure that this year we have an award recipient for every discipline at our annual meeting.

Thanks and hope you all have a safe and prosperous 2011.

ARRA Board of Directors in Annapolis

Seated: Vice President Patrick Faster, Gallagher Asphalt Corporation; President Bill Garrity, Garrity Asphalt Reclaiming Inc.

Standing: Director Tom Kiernan, Lafarge Corporation; Director Ryan Essex, The Miller Group, Inc.; Secretary/Treasurer Andrew Fox, Road Science LLC; Director John Irvine, Roadtec; Director Donn Johnson, Asphalt Recycling Solutions; CORE Chairman Don Matthews, Pavement Recycling Systems; Past President Dave Cannon, Mt. Carmel Stabilization Group; Director Dale Cronauer, Blount Construction Co., Inc.

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Because CIR is the Future of Road Rehabilitation.
Here at ISSA we have always promoted and supported the Pavement Preservation concept—from the early days nearly fifty years ago when our forefathers had the vision to start a group to promote slurry seal, to over the past ten plus years, when along with a few others, we helped establish and fund what is known today as FP2, for Pavement Preservation. This, in turn, helped create the National Center for Pavement Preservation to further the concept. Today we have become a driving force working with FHWA, the States, Counties and Cities to develop a more cost effective way to maintain our roadway systems. ISSA does this in many different ways, but mainly through education. Our programs are targeted to assist all agencies, as well as our legislators, to gain the knowledge that is needed to maintain what I believe this country’s greatest asset—its roadways systems. One example is the Slurry Systems Workshop, held each year in late January. One purpose of this three-day course is to bring together both the contracting and agency personnel to enable them to share information on the concepts and best practices of Pavement Preservation.

ISSA’s current plans are to continue the workshop series as well as its relationship with the Asphalt Institute and the webinar series that was started last fall. These informative and educational webinars help us reach those who, due to budget restraints, are not able to travel to attend events like the workshop. Tim Harrawood has done an excellent job working with the Institute on this series.

As we have promoted this past year, ISSA, in conjunction with AEMA and ARRA, have formed the PPRA (Pavement Preservation & Recycling Alliance) to help in our efforts of educating and promoting Pavement Preservation and Recycling and the resulting benefits to not only the agencies and taxpayers, but also on the environment.

In today’s economy with the declining dollars for asset management, we must learn to take care of what we have before it gets to the point where the cost becomes too great to replace it. This past May, many different construction groups and individuals came together for what has become known as the “Construction Fly In” in Washington DC. For two days everyone had one main message to share with our legislators—that message was highway funding. We traveled around and talked with not only our local Congressmen and Senators, but also with those who have a say in the transportation funding issues. For me, it was a great experience to sit down with top aides and some of our Legislators to voice our industry’s concerns, and to learn about what they are currently working on.

As a group, we made it clear that the construction industry is a great place to get more people employed and, if the funding is cut any more, it could possibly devastate not only this industry but this country as well. I believe both sides of the hill understand the magnitude of getting a new highway bill passed this year. As to whether this is a new six-year bill, which I believe the States need to do some more programming and planning on, or a two-year extension until other mechanisms can be developed for funding our Highways for the future, is yet to be seen. I believe this Congress understands the urgency and could possibly get a new bill passed sometime in the near future.

Recently some of us returned from our headquarters venue in Annapolis, MD, after a joint Board of Directors meeting with AEMA and ARRA. The PPRA group also met to discuss continuing efforts to keep this movement moving forward.

I am happy to report there are many positive things happening in all the associations. This truly is an exciting time to be a part of such a dynamic industry. The busy construction season is finally upon us. We must now turn our focus from long-term thinking and planning to short-term scheduling and to survival mode for some. I know that everyone is working hard to supply our industry with great products, processes, and solutions to further enhance the Pavement Preservation strategy. Please remember to be vigilant in keeping everyone safe out there on the road, as I believe our people are our number one asset. Also during this extreme heat be sure that everyone has plenty of water to drink. In other words, be safety conscious at all times and remember to watch out for the other guy. Let’s make sure everyone goes home after work the same way they came in.

I leave you with this quote that I was reminded of in a company meeting last month.

“It is not the strongest of the species that survives, nor the most intelligent that survives. It is the one that is the most adaptable to change.”      Darwin

Let us never be afraid of change but instead embrace it.

W. Pierre Peltier
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Contractor Certification – Do you have an opinion?

A statement from the Pavement Preservation & Recycling Alliance

Sometime this summer, you may receive a survey from the Pavement Preservation Expert Task Group seeking your input on the subject of certification for contractors. The Boards of ARRA, AEMA, and ISSA encourage your participation in the survey. The more respondents, the better the results will reflect the full opinion of the industry.

The concept of contractor certification raises numerous issues to consider. It is in the best interest of all parties to produce the highest quality construction products possible. In theory, contractor certification may be one way to improve the current situation. The difficulties arise when theory is translated into reality.

Who would administer the certification program and how would it be funded? Setting the administration at the appropriate level of government will be important. Since many contractors are highly mobile and work in many states, a system that is stable and consistent from state to state would be preferable. Multiple certifications and changing certification standards would be highly inefficient.

The source of funding is another issue. Can contractor certification be self funding? If not, it will require either new funding or elimination of something else to free up funding. The reality is, it takes resources to accomplish anything. Most agencies are short on resources now. Without a funding source, contractor certification could be very short lived.

Another is uniform, consistent, and fair enforcement of contractor certification. The concept of certification means that standards will need to be established. How will these standards be determined and how stringent will they be? Setting the standards at the right level will be an important factor as well. If the standards are too strict, no one will qualify, but if the standards are too weak, certification will not be meaningful and will not achieve the objective of better quality.

Once the program is established, how will it be evaluated for effectiveness and changed if needed? How will appeals and challenges be handled? How will the program be monitored to ensure that it is consistently applied? A program that is only applied on some jobs, or worse, only to some contractors, penalizes the good contractors and rewards the very contractors that are causing the issues.

A fairly designed program consistently applied can be understood and estimated into projects. A poorly designed system randomly applied will increase costs throughout the system. All that will have been accomplished is the addition of a layer of cost and aggravation with no improvement in quality.

Who will be certified? Should the contractor be certified, or the employee, or the inspector/owner’s representative, or maybe all of them? Most of the discussion so far has focused on certifying the contractor. This makes sense because there are a number of functions that can only be done at the contractor level to insure a quality project.

Who will be certified? Should the contractor be certified, or the employee, or the inspector/owner’s representative, or maybe all of them? Most of the discussion so far has focused on certifying the contractor. This makes sense because there are a number of functions that can only be done at the contractor level to insure a quality project. But it would also make sense to certify the employee. At what level and how many per contractor will need to be decided. As beneficial as contractor and employee certification could be, it is only half of the solution. The inspector/owners’ representatives need to be certified as well. In order to produce a good product the inspector/owners’ representative needs to be educated on what is being produced. Most owners are facing high turnover in their staff and less education on new technology. We favor a strategy that would broaden certification to contractors, employees, and inspectors.

This article raises more questions than it answers, but we are in the early stages of the process that will help us answer these questions. What seems to be a simple issue on the surface is actually a complex issue once you begin to explore the details. We support the concept of contractor certification, but the devil is in the details. We think this can be good for the industry if implemented thoughtfully.
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As they have for the past four years, a small but dedicated group of ARRA members came to Washington DC on June 27 for the 2011 meeting of the ARRA/FHWA Partnership. Past Presidents Dave Cannon, Mike Polak, and John Rathbun, CORE Chairman Don Matthews, and Executive Director Mike Krissoff met for two hours with a distinguished group from FHWA representing the Turner Fairbanks Highway Research Center, the Office of Pavement Technology, the Office of Asset Management, the FHWA Resource Center, and the Highways for LIFE program.

It was noted that when these meetings first began, the subject matter usually revolved around both organizations having an assortment of rough ideas and initiatives for the other. Now they have evolved more into a mutual task list of ongoing projects, with much of the time being consumed by status and fine-tuning of plans already in motion. The ARRA delegation concurs that this annual session has become well worth the trip for all parties, and that FHWA's understanding and support of the in-place asphalt recycling industry and technology is strong.

Progress is very good on all the discussion points listed below.

- **ARRA/FHWA Communications/Contacts/ Review FHWA Office of Infrastructure Reorganization**
- **BARM 2nd Edition**
- **NHI Course**
- **NCHRP Synthesis on In-Place Asphalt Recycling**
- **2011 ARRA/FHWA In-Place Recycling Conference – Atlanta, August 30 – September 1**
- **ARRA Guideline Specifications**
- **Pavement Recycling & Reclaiming Center**
- **FHWA programs to educate regional offices about in-place asphalt recycling**

FHWA responded that it produces an ongoing series of educational programs in several different formats: actual meetings and seminars, webinars, materials, etc. FHWA explained the Highways for Life webinars, in cooperation with NHI and encouraged aged ARRA to sign up for one on recycling topics after BARM II is complete. FHWA can provide advance email advertising to the target audience. FHWA brings some of their regional personal to the annual ARRA/FHWA In-Place Recycling Conference, this year in Atlanta in August. The next FHWA Pavement Materials Disciplines Meeting by webinar is set for 2013; ARRA should be included in that program. FHWA reviewed its “Everyday Counts” program, which pushes to make best practices the everyday norm, and the Safety Edge program, details for which can be found at http://www.fhwa.dot.gov/everydaycounts/technology/safetyedge/. The September 2012 Pavement Management Conference, to include performance and life cycle info, is another opportunity for ARRA involvement.

- **Open invitation to speak/attend at ARRA Annual & Semi-Annual Meetings**
- **CIR/FDR at NCAT**

**ARRA/FHWA Partnership 2011 Meeting**

PRRC Executive Director Steve Cross gave a ½ day presentation on all ARRA in late June at the NCAT Instructors Course.

- **Sustainable Pavements Technical Working Group**
- **Reauthorization of Highway Bill**

John Rathbun emphasized that with 20% unemployment in construction, this bill is about jobs, too, and an important message about infrastructure. Regarding comment that the country doesn’t see roads as urgent, it was noted that “roads don’t fall down”.

- **Other Matters & Suggestions**
  - Highway agency personnel might benefit from technical briefs (1-2 page) describing each type of recycling, including typical depth of treatment, applicability to existing pavement/roadway conditions, equipment used, etc.
  - As more agencies move to alternative project delivery methods such as design-build or construction manager/general contractor, ARRA may find it helpful to target organizations involved in these types of projects to promote recycling. The Transportation Construction Management conference might be a good opportunity to connect with people involved with DB and CM/GC.
  - There is a potential for more agencies to use RAP through cold central plant recycling. Some agencies are struggling with large RAP piles, which are becoming a problem due to environmental regulations. CCPR can be used to produce base pavement or structural leveling course pavements in a cost effective, sustainable manner.
  - Each different type of recycled pavement will need to have input values for the mechanistic-empirical pavement design guide.
  - Agencies could benefit from construction inspection guides for each recycling treatment.
  - The need to consider the recyclability of all the new additives used today was touched on.
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Reauthorization of SAFETEA-LU

As the summer drags on with unbearable heat and extreme drought conditions throughout most of the Southern United States, so too does the development of a SAFETEA-LU Reauthorization bill in Congress. Chairman John Mica (R-FL) originally intended to introduce and mark-up a highway Reauthorization bill by early July. His plans were delayed by a number of issues including delayed completion of the FAA bill, funding issues, and lack of commitment from the House Leadership on when the bill would be addressed by the full House of Representatives. While the timing is still unclear on when the bill will be introduced and taken up, he held a press conference July 7 to discuss his plans for the Highway Transportation Reauthorization bill. While the summary was short on specific legislative details, as anticipated the Reauthorization is for six years and “fund levels consistent with the amount of revenue being deposited into the Highway Trust Fund” or $230 billion. This is a sharp decrease in funding and is controversial. FP² has been trying to determine if pavement preservation language is contained in the bill but many of the details contained in the bill are being closely guarded until the bill is actually introduced.

Chairman Mica had publicly stated that he would like to hold a hearing on Reauthorization on July 12th but this was cancelled and it is unknown when he will introduce the Reauthorization bill.

Timing for when Chairman Mica finalizes and actually introduces the Reauthorization bill is contingent on when he will be given time on the House Floor to pass his bill. House leadership has not as yet provided floor time in the current session and it may not be introduced until after the August recess.

The Senate Environment and Public Works Committee Chairman Barbara Boxer (D-CA) endorsed a two-year bill that would total $109 billion in surface transportation spending which constitutes current spending levels, plus inflation. Chairman Boxer’s proposal is $12 billion shy of being fully funded and she has ruled out a gas tax increase. She has been working closely with Ranking Republican Member Inhofe (R-OK), Subcommittee Chairman Max Baucus (D-MT), and the Ranking Republican Member for the Subcommittee Vitter (R-LA) on the legislation but it will be difficult for Chairman Boxer to vote on a proposal until the Senate Finance Committee Chairman (Sen. Baucus) identifies a funding source which is agreeable to Republicans. Regardless of whether Chairman Boxer introduces her bill soon, it is unlikely that the Senate would have Floor time to pass a Transportation Reauthorization bill before September.

The current Reauthorization expires on September 30, 2011. Given the probability of significant differences between the House and Senate bills, it is unlikely that a Reauthorization bill will be passed into law by September 30th so it is probable that an extension will be needed for the current law.

In February, President Barack Obama’s Fiscal Year 2012 budget request to Congress called for investing $556 billion in highway, transit, and rail projects over the next six years. However, the Administration has yet to propose official legislative language for Surface Transportation Reauthorization and has not discussed how the proposed bill will be paid for.

Stay tuned!!

Outreach

In the last two months, I, and various FP² members have been involved in more than 25 meetings on Capitol Hill. FP² members have also been active in contacting Members of Congress and sending letters of support. This activity has been very helpful in securing important Congressional support for our pavement preservation language and in addition to calls to critical members and staff, has resulted in public letters of support from: Transportation and Infrastructure Committee Members Corrine Brown (D-FL) and Jean Schmidt (R-OH) and Congresswoman Lynn Jenkins (R-KS).

As the process continues over the next few months, outreach will continue to be essential.

Other Items of Interest

The FP2 Inc Board of Directors will meet in mid-July in Louisville, KY during the annual AASHTO Subcommittee on Maintenance meeting and discussed a number of issues including planning for the 2012 National Pavement Preservation conference in Nashville, Tennessee, the last week in August. Organizing, Technical, and Demonstration committees have been hard at work in developing the program and are looking forward to a very successful meeting. AEMA-ARRA-ISSA representatives for 2011 on the FP² board are Mark McCollough, Mike Polak, and Scott Bergkamp. Another item...
The Pavement Recycling and Reclaiming Center (PRRC) is pleased to announce that Dr. Stephen A. (Steve) Cross, P.E. has accepted the role of Executive Director. Dr. Cross comes to the PRRC with over thirty years experience in teaching, research, design and construction of transportation facilities with a major emphasis on cold in-place recycling, bituminous materials characterization and mix design, pavement construction, and soil stabilization. Dr. Cross has authored numerous journal articles and technical reports on all phases of pavement recycling and pavement construction. He is a co-author of the Asphalt Recycling and Reclaiming Association’s \textit{Basic Asphalt Recycling Manual}. Other notable achievements include being named \textit{Visiting Research Professor, Research Institute of Highways, Ministry of Communications, P. R. China}; membership in the \textit{Arkansas Academy of Civil Engineering}, and receiving ARRA's \textit{Award for Excellence in Cold In-Place Recycling}.

Dr. Stephen A. Cross, P.E.
New Executive Director for PRRC

Dr. Cross received his BS and MS degrees in Civil Engineering from the University of Arkansas and his PhD in Civil Engineering from Auburn University. He currently is a professor in the School of Civil and Environmental Engineering at Oklahoma State University. Previous academic appoints include the University of Kansas and the National Center for Asphalt Technology (NCAT) at Auburn University.

Dr. Cross will be joining Dr. Dragos Andrei, Technical Director of the PRRC. Steve will maintain dual offices in his home state of Oklahoma as well as in Pomona.

www.PRRCenter.org

\textbf{FP2 Inc. Update - July 2011 - Continued}

Pictured are Dean Udpa in the chair, Dr. Harichandran and Larry Galehouse, Center Director

for discussion will be plans for a National Media Campaign for pavement preservation. The initial phase of the campaign has been organized by the National Center and funding provided by the Regional Partnerships.

The Advisory Board of the National Center for Pavement Preservation at Michigan State University met during early July to discuss the operation of the Center and its ongoing activities with the AASHTO TSP-2 programs for pavements and bridges. The University has been very supportive of the Center and the Dean of the College of Engineering, Dr. Satish Udpa, attended part of the meeting to catch up on activities. The Chairman of the Civil and Environmental Engineering Department, Dr. Ron Harichandran, informed the group that after more than 25 years at Michigan State, he was moving on to the University of New Haven after having accepted the position of Dean of Engineering at the Tagliatela College of Engineering. The Center provided him a token of appreciation for all the support he provided since the formation of the Center in 2002.
The past three months have gone by quickly since I came on board as the Executive Director of the Pavement Recycling and Reclaiming Center (PRRC). We have been busy laying the groundwork to accomplish the mission and goals statements of the PRRC. Our mission and goal statement can be found on our website, www.prrcenter.org, but briefly, our mission is to advance pavement recycling and reclaiming technologies through applied research, training and technology transfer by providing pavement design professionals and public agencies with the knowledge and tools necessary to use pavement recycling and reclaiming as a feasible and competitive alternative to traditional pavement maintenance and rehabilitation strategies. Our goals are to 1) facilitate the successful implementation of pavement recycling and reclaiming strategies by public agencies through the development of standards, specifications and technical guidelines, 2) provide technical assistance, training, and certification programs to public agencies and industry, and 3) disseminate information relative to pavement recycling in the form of reports, presentations, tech sheets, and newsletters.

The PRRC has secured two externally funded research projects, both related to ARRA’s planned revision of the Basic Asphalt Recycling Manual or BARM. The first contract is from FHWA to assist with the revision. We need updated photographs and the latest revisions to project selection guidelines, best practices, specifications and mix design practices from the ARRA Core Committees. The second contract, which should be awarded in October, is with the Oklahoma Transportation Center and is to assist with making a portion of the BARM interactive. The OTC contract requires a dollar for dollar match and matching funds are supplied by the Oklahoma State University and the PRRC. The PRRC has responded to one other request for proposals and is in the preliminary stages of working on collaborative proposals with two other national centers.

The PRRC staff has made several presentations at meetings and conferences. The staff has made presentations at the following:

- 2011 ARRA Annual Meeting in February in Tucson
- 2011 Roads and Streets Conference in April in Tucson
- Emulsion Task Force of the Pavement Preservation Partnership in May in Oklahoma City
- Oklahoma Chapter of the ASCE Geo-Institute in June in Tulsa
- NCAT Professor Training Course in July in Auburn
- Upcoming presentations include:
  - Southeast In-Place Recycling Seminar in Atlanta in August
  - 2011 ARRA Semi-Annual Meeting in Portland in November
  - Rocky Mountain Asphalt User Producer meeting this fall

Other PRRC activities include developing comprehensive recycling courses. Development of these courses will follow ARRA Core Committee progress on guideline specifications and best practices. The first class will be on cold in-place recycling and is tentatively scheduled for late fall or early winter in southern California. We are working on the details of offering “Just in Time Training/Certification” in conjunction with the recycling course.

Finally, the PRRC has newly furnished office and meeting space at Cal Poly, Pomona. We have hosted meetings for our Board of Directors, Founders Circle and Colas. If you would like more information on the PRRC, give us a call or check us out on our web page, www.prrcenter.org.

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Update of PRRC Activities
by Stephen A. Cross, Executive Director

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The Silica/Milling Machine Partnership has accomplished several key milestones in its quest to improve working conditions at the milling site. The partnership is now preparing to move forward into the next phase of testing.

Testing of water spray systems on the Caterpillar Inc., Roadtec Inc., Terex Roadbuilding, and Wirtgen America milling machines has largely been completed. Volvo Construction Equipment will run one more round of testing on their wet drum, which is configured to allow water to flow through the drum itself. The Volvo testing will be conducted in Wisconsin in late August, with the date and location yet to be determined.

Many insights have been gained from this phase of silica dust control effort and they have been captured in a draft Operational Guidance for Water Systems which was assembled by the partnership and shared with NAPA members during the NAPA Midyear Meeting at Lake Tahoe in July. Ultimately, the document will be shared broadly to assist contractors in their efforts to reduce silica dust while maintaining efficient milling operations.

In the next phase, air evacuation systems on Terex and Wirtgen machines will be tested. These are the only two manufacturers that have systems in place at this time.

Caterpillar and Roadtec are both working on systems to be installed on their respective machines and plan to test them later in the season.

Prior to testing any air evacuation systems, the partnership has worked with the National Institute for Occupational Safety and Health (NIOSH) to develop a protocol for conducting tracer gas testing. The next step is to arrange for testing to be conducted in a controlled environment. Wirtgen’s machine will be tested at a Payne & Dolan Inc. facility in Racine, Wisconsin. Testing is planned for August and is expected to take up to three days including setup time. The Terex machine will be tested at the Terex manufacturing facility in Oklahoma.

Once the tracer gas testing and the analyses of the data collected are completed, the partnership is planning to schedule a meeting with all of the members to review the data collected and propose an action plan for moving forward.

—

Only a year ago ...  
The following was reprinted in the ARRA Newsletter 2010 #4 and is presented here as background FYI...

Silica/Milling Machine Partnership Comes Together in Shawano, Wisconsin  
from NAPA’s ActionNews, August 16, 2010

In an impressive demonstration of industry cooperation and commitment to worker safety and health, five major equipment manufacturers shipped milling machines to a roadway test site in Wisconsin for tests that began on Monday, August 9. The Silica/Milling Machine Partnership was on full display with the first ever side-by-side line-up of machines from Wirtgen, Caterpillar, Volvo, Roadtec, and Terex as they began final National Institute for Occupational Safety and Health (NIOSH) testing of machine prototype designs for reduction of silica bearing dust. The partnership effort led by NAPA also included representation from NIOSH, Occupational Safety and Health Administration (OSHA), the International Union of Operating Engineers, the Laborers’ International Union of North America, and the Association of Equipment Manufacturers. NIOSH and other partners will formulate final recommendations for equipment design changes that have demonstrated the ability to significantly reduce silica dust surrounding asphalt milling operations.
The National Cooperative Highway Research Program (NCHRP) is supported on a continuing basis by funds from participating member departments of the American Association of State Highway and Transportation Officials (AASHTO), with the cooperation and support of the Federal Highway Administration, U.S. Department of Transportation. The NCHRP is administered by the National Research Council’s Transportation Research Board (TRB). The NCHRP is an applied contract research program totally committed to providing timely solutions to operational problems facing highway and transportation practitioners and administrators.

Each year, AASHTO refers a research program to the TRB consisting of high-priority problems for which solutions are urgently required by the states. The AASHTO program for FY 2012 is expected to include 18 continuations and 46 new projects.

This announcement contains preliminary descriptions of only those new projects expected to be advertised for competitive proposals. Detailed Project Statements (i.e., Requests for Proposals) for these new projects will be developed beginning in August 2011.

Please note that NCHRP Research Project Statements for soliciting proposals are available only on the World Wide Web. Project Statements are not mailed. Those who have an interest in receiving Research Project Statements must periodically browse the NCHRP World Wide Web site or register on the website (http://trb.org/nchrp) if you have not already done so. Upon registration, you will receive an e-mail notification of every Project Statement posting and an e-mail notification of new anticipated projects in future years.

Because NCHRP projects seek practical remedies for operational problems, it is emphasized that proposals not evidencing strong capability gained through extensive successful experiences in the relevant problem area stand little chance of being selected. Consequently, any agency interested in submitting a proposal should first make a frank, thorough self-appraisal to determine whether it possesses the capability and experience necessary to ensure successful completion of the project. The specifications for preparing proposals are quite strict and are set forth in the brochure entitled Information and Instructions for Preparing Proposals. Proposals will be rejected if they are not prepared in strict conformance with the section entitled “Instructions for Preparing and Submitting Proposals.” The brochure is available on the Internet at the website referenced above.

Address inquiries to:
Crawford F. Jencks
Deputy Director
Cooperative Research Programs
Transportation Research Board
cjencks@nas.edu

IMPORTANT NOTICE

Potential proposers should understand clearly that the research program described herein is tentative. The final program will depend on the level of funding available from the Federal-aid apportionments for FY 2012. Meanwhile, to ensure that research contracts can be executed as soon as possible after the beginning of the fiscal year, the NCHRP is proceeding with the customary sequence of events through the point of agency selection for all projects. The first round of detailed project statements will be available in August and September 2011; proposals will be due in October and November 2011, and agency selections will be made in November and December 2011. This places the risk of incurring proposal costs at the election of the research agencies. Beyond the point of selecting agencies, all activity relative to the FY 2012 program will cease until the funding authorization is known. These circumstances of uncertainty are beyond NCHRP control and are covered here so that potential proposers will be aware of the risk inherent in electing to propose on tentative projects.
### National Cooperative Highway Research Program

**Projects in the Fiscal Year 2012 Program**


<table>
<thead>
<tr>
<th>Project Number</th>
<th>Problem Number</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>01-51</td>
<td>D-02</td>
<td>Characterizing Slab/Base Friction for Improved Concrete Pavement Designs</td>
</tr>
<tr>
<td>01-52</td>
<td>C-04</td>
<td>Calibrated, Mechanistic-Based Models for Top-Down Cracking of Hot-Mix Asphalt Layers</td>
</tr>
<tr>
<td>02-24</td>
<td>A-01</td>
<td>Incorporating Economic Productivity Gains into Benefit-Cost Analysis for Transportation Investment Projects</td>
</tr>
<tr>
<td>03-104</td>
<td>G-40</td>
<td>Development of an Unsignalized Intersection Guidebook</td>
</tr>
<tr>
<td>03-105</td>
<td>C-01</td>
<td>Developing Design Criteria for Cost-effective Multi-lane Loop Ramp Design</td>
</tr>
<tr>
<td>03-106</td>
<td>G-04</td>
<td>Guidelines for Traffic Control Devices for Curves</td>
</tr>
<tr>
<td>03-107</td>
<td>G-20/G-10</td>
<td>Guidance on Work Zone Capacity Estimation and Simulation</td>
</tr>
<tr>
<td>07-19</td>
<td>G-38</td>
<td>Innovative Methods to Obtain Pedestrian and Bicycle Volume Data</td>
</tr>
<tr>
<td>08-87</td>
<td>B-01/B-02/B-16</td>
<td>Best Practices in GIS-Based Asset Management</td>
</tr>
<tr>
<td>08-88</td>
<td>B-10</td>
<td>Effective Project Scoping Practices to Improve On-Time and On-Budget Delivery of Highway Projects</td>
</tr>
<tr>
<td>08-89</td>
<td>B-11</td>
<td>Use of Multiple Forms of GPS Data for Understanding Travel Behavior</td>
</tr>
<tr>
<td>09-51</td>
<td>D-10</td>
<td>Characterization of Cold In-Place Recycled and Full Depth Reclamation Materials for Mix and Structural Pavement Design</td>
</tr>
<tr>
<td>09-52</td>
<td>D-07/D-05</td>
<td>Short-Term Laboratory Conditioning of WMA Mixtures for Mix Design and Performance Testing</td>
</tr>
<tr>
<td>09-53</td>
<td>D-08/D-09</td>
<td>Asphalt Foaming Characteristics for Warm Mix Asphalt Applications</td>
</tr>
<tr>
<td>10-88</td>
<td>B-26</td>
<td>Determining the Influence of Road Surfaces on Vehicle Noise at Locations Adjacent to a Roadway: Precision and Bias Statements</td>
</tr>
<tr>
<td>10-89</td>
<td>D-13</td>
<td>Determination of Best Practices for Optimal Construction Inspection</td>
</tr>
<tr>
<td>10-90</td>
<td>D-18</td>
<td>Guidance for Complying with EPA Effluent Limitation Guidelines for Construction Runoff</td>
</tr>
<tr>
<td>12-90</td>
<td>C-03</td>
<td>Guidelines for Design and Shielding of Bridge Piers</td>
</tr>
<tr>
<td>12-91</td>
<td>D-03</td>
<td>Strand Debonding Guidelines for Pretensioned Girders</td>
</tr>
<tr>
<td>14-26</td>
<td>F-01</td>
<td>Culvert and Storm Drain Inspection Manual</td>
</tr>
<tr>
<td>14-27</td>
<td>F-02</td>
<td>Guidelines for a Comprehensive Preventive Maintenance Plan for Tunnel Owners and Operators</td>
</tr>
<tr>
<td>14-28</td>
<td>F-09</td>
<td>Improved Corrosion Inspection Techniques for Ducted Strands for Cable Stayed and Post-Tensioned Concrete Bridges</td>
</tr>
<tr>
<td>15-55</td>
<td>C-10</td>
<td>Guidelines for Slope Traversability</td>
</tr>
<tr>
<td>17-56</td>
<td>G-01</td>
<td>Development of Crash Reduction Factors for Uncontrolled Pedestrian Crossing Treatments</td>
</tr>
<tr>
<td>17-57</td>
<td>G-35</td>
<td>Development of an Improved Metric for Serious Traffic Crash Injuries</td>
</tr>
<tr>
<td>17-59</td>
<td>G-37</td>
<td>Safety Impacts of Intersection Sight Distance</td>
</tr>
<tr>
<td>17-60</td>
<td>G-39</td>
<td>Cost-Benefit Metrics for Behavioral Highway Safety Countermeasures</td>
</tr>
<tr>
<td>17-61</td>
<td>G-45/G-44</td>
<td>Work Zone Crash Characteristics and Countermeasure Guidance</td>
</tr>
<tr>
<td>20-93</td>
<td>SP-03</td>
<td>Development of Transportation Technology Transfer Primer on Best Practices</td>
</tr>
<tr>
<td>24-36</td>
<td>E-01</td>
<td>Scour at the Base of Retaining Walls and Other Longitudinal Structures</td>
</tr>
<tr>
<td>24-37</td>
<td>E-06</td>
<td>Combining Individual Scour Components to Determine Total Scour</td>
</tr>
<tr>
<td>24-38</td>
<td>C-06</td>
<td>Bridge Foundation Settlement Criteria for Design</td>
</tr>
<tr>
<td>25-37</td>
<td>B-05/B-22</td>
<td>Recommended Techniques &amp; Best Practices to Reduce, Minimize or Mitigate Transportation Impacts on Watershed Functions &amp; Values</td>
</tr>
<tr>
<td>25-38</td>
<td>B-06</td>
<td>Data Sources for MOVES</td>
</tr>
<tr>
<td>25-39</td>
<td>B-07</td>
<td>Developing Environmental Performance Measures and a Methodology for Incorporation into Performance Management Programs</td>
</tr>
<tr>
<td>25-40</td>
<td>B-12</td>
<td>Evaluation of Long Term Performance of Stormwater Controls</td>
</tr>
<tr>
<td>25-41</td>
<td>B-21</td>
<td>Guidance for Achieving Volume Reduction of Highway Runoff in Urban Areas</td>
</tr>
<tr>
<td>25-42</td>
<td>B-27</td>
<td>Bridge Runoff Treatment Analysis and Treatment Options</td>
</tr>
</tbody>
</table>
To accomplish these objectives, the following tasks are recommended: Task 1. Conduct a literature review on the various types of emulsion-based (conventional emulsions, engineered emulsion, etc.) or asphalt-based (foam, foam with cement, etc.) cold recycling methods to establish the alternative material approaches and equipment capabilities available. Task 2. Prepare a summary of cold emulsion and asphalt foam binder, mix design, and construction specifications, including curing conditions in the lab and the field, that describe how these materials are produced to define the design alternatives. Task 3. Plan and execute a matrix of appropriate specimen preparation and testing for a range of these materials, to structurally characterize their stress-strain behavior (dynamic modulus), rutting behavior, fatigue behavior, and low temperature shrinkage behavior. Prepare selected draft laboratory standards in AASHTO format, if any of the recommended methods do not currently exist. Task 4. Based on the test results, prepare a database of “typical” material properties that would be appropriate for designing pavements incorporating these approaches. Task 5. Develop guidelines for evaluating and analyzing these pavement sections within linear elastic mechanistic-empirical design methods. Task 6. Prepare and submit a final report to document the efforts of all tasks and a list of recommendations for future improvement of these technologies.
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Building Better Pavements That Save Lives: The Safety Edge

FOCUS - June 2011

Concerned by the number of roadway departure crashes involving teenage drivers in Johnston County, North Carolina, the North Carolina Department of Transportation (NCDOT) decided to implement a simple but effective technology that can help save lives—the Safety Edge™.

The Safety Edge is a paving technique where the edge of the pavement is shaped to approximately 30 degrees, rather than the vertical or near vertical edge that typically results from standard techniques. As the recommended paving practice of bringing the adjacent graded material (unpaved shoulder or stabilized soil) flush with the top of the pavement often only lasts for a short time and requires frequent maintenance, the resulting exposed vertical edge can contribute to drivers losing control of a vehicle when they drift off the roadway. The Safety Edge technique allows vehicles to return to the road smoothly and easily.

“The Safety Edge provides a strong, durable transition for all vehicles and helps prevent pavement edge raveling, contributing to longer pavement life. By including the Safety Edge detail while paving, this pavement improvement and safety countermeasure can be implemented systemwide at a low cost,” said Andy Mergenmeier of the Federal Highway Administration (FHWA).

FHWA selected Safety Edge to be one of the technologies promoted by its new Every Day Counts (EDC) initiative in 2010. The EDC initiative is designed to identify and deploy proven, ready-to-go innovation aimed at shortening project delivery, enhancing roadway safety, and improving environmental sustainability (see June 2010 Focus). For more information about EDC, visit www.fhwa.dot.gov/everydaycounts.

NCDOT’s Asheville Division constructed North Carolina’s first Safety Edge pilot projects in 2008. The Asheville Division recently incorporated the Safety Edge technique into plans for 2011 paving projects. NCDOT is also conducting a pilot project deployment of Safety Edge on eight roads in Johnston County. The study began in March 2011, with roadway monitoring to continue for the next 3 years. “Overall the construction went well, and we saw no increase in paving costs,” said Shawn Troy of NCDOT.

Across the country, FHWA Division offices report that 44 States plan to construct Safety Edge projects this year or have adopted the technique as standard practice, including Iowa. FHWA’s Iowa Division office initially worked with counties in Iowa to install the Safety Edge on local road projects. The Iowa Department of Transportation (DOT) then used the technology for a paving project on a narrow road. As Iowa has large numbers of wide agricultural equipment traveling on its roads and shoulders, this creates a demanding shoulder maintenance requirement. The Safety Edge has proved to be an ideal solution. Following the successful construction of Safety Edge projects, the Iowa DOT decided to make the technique standard practice across the State.

Advances in equipment over the past year have made the Safety Edge even easier to implement for both asphalt and portland cement concrete (PCC) pavements. Four commercial equipment manufacturers now offer devices for creating the 30-degree pavement edge on asphalt pavements. These devices can be attached to paving machines and are the only additional equipment needed, adding very little to construction costs. “The choice of equipment offers States more options as they look at implementing the Safety Edge for asphalt pavements,” said Cathy Satterfield of FHWA. For slipforming PCC pavements, modification of the screed to create the 30-degree shape is needed.

Implementation resources available from FHWA at http://safety.fhwa.dot.gov/roadway_dept/pavement/safedge include a new Guide Specification for Safety Edge, a Guidance Memorandum, examples of State specifications and policies, and field reports from State demonstration projects conducted in 2010 and 2011. Additional field reports will be added as they are completed. Also available are answers to frequently asked questions and fact sheets on such topics as “Steps to Implementing the Safety Edge” and “How Does Safety Edge Compare to Conventional Paving?”

“We are seeing more States interested in using the Safety Edge,” said Mergenmeier. To continue to aid implementation efforts, FHWA is developing a Safety Edge Design and Construction Guide that will be available in fall 2011. Based on results from the State demonstration projects, the Guide will feature general design and construction considerations, as well as specific considerations for constructing the Safety Edge in conjunction with new asphalt or concrete pavements or overlays. Also covered are details related to the use of the Safety Edge technology for pavement rehabilitation projects, such as minor widening, resurfacing, and mill and overlay.

FHWA recently hosted multiple sessions of a Webinar on Safety Edge Construction experiences. The Webinar featured lessons learned from the construction of the State demonstration projects. Highlights included information on construction techniques, equipment improvements, testing results, and answers to frequently asked questions.

For more information on the Safety Edge, visit www.fhwa.dot.gov/everydaycounts. Information is also available by contacting your local FHWA Division office; Frank Julian at the FHWA Resource Center, 404-562-3689 (email: frank.julian@fhwa.dot.gov); or Chris Wagner at the FHWA Resource Center, 404-562-3693 (email: christopher.wagner@fhwa.dot.gov).
Preparation for Surface Treatments
Roger D. Smith, Senior Pavement Specialist, CP2 Center from CP2 Center News, No. 18 June 2011

Introduction
“Surface treatment” is a broad term used to describe a number of asphalt/aggregate systems applied to the entire surface of a pavement, usually for a sealing effect against the intrusion of water and air. Since this sealing effect slows the oxidation (hardening) of the asphalt pavement, it can usually extend the service life of a pavement. Because of this benefit, surface treatments are used as part of an overall pavement preservation program. In this role, they are often applied to pavements that are still in good to very good condition, in accordance with Pavement Management System guidelines.

Typical surface treatments include:
- Fog seals
- Chip seals (hot and cold)
- Scrub seals
- Slurry seals
- Parking area sealcoats
- Cape seals
- Microsurfacing
- Thin-bonded wearing course

Most of these treatments involve the use of asphalt emulsions, which are water-based forms of asphalt, requiring a cure or “break” period for the water to evaporate, leaving the asphalt particles to perform their sealing and bonding action. Because they rely on evaporation of water, they’re warm weather, low humidity operations. Therefore, a requirement for a good job is warm, dry weather. As an example, most chip seal operations require an air temperature of 70°F or warmer. So the first element of preparation is to plan to do the work only when it’s warm enough. Perhaps the only exceptions to this are:
1) hot-applied chip seals, which do not involve emulsions, but rather use a hot asphalt rubber or polymer-asphalt binder,
2) microsurfacing, which contains polymers and cement, and rely on more of a “chemical break” and
3) thin-bonded wearing courses.

This article focuses on preparation work necessary for effective surface treatments. It should be noted that even though public agencies usually contract out surface treatment work to specialty contractors, it’s not uncommon for many of the preparation tasks to be done “in house” by agency crews. Of course, prep work can also be included in the contract, and in the current economy with agencies downsizing, there may be a trend in this direction.

Typical preparations
Typical preparation tasks for a surface treatment include:
- Cleaning the old pavement surface
- Removal of pavement marking (raised markers, thermoplastic striping)
- Masking of “street iron” (manhole covers, utility boxes, drain inlet grates)
- Sealing of cracks
- Digouts and patching (of localized problem areas)
- Leveling and rut-filling

Of course “administrative” preparations must also be made, such as things like press releases and news articles, notifying the neighborhood, posting ‘no parking’ signs, arranging for tow-away service, ensuring access for equipment and haul trucks and arranging for staging areas. Let’s look more closely at the jobsite preparation tasks.

Cleaning the old pavement
The success of any surface treatment depends on the asphalt binder sticking to the old surface. Perhaps the single biggest deterrent to good adhesion is dust. Therefore, the old surface must be clean. At a minimum, power brooms or street sweepers should be used shortly before the surface treatment. Where necessary, water flushing should also be used. Pay special attention to any areas that have been milled as these tend to be dusty surfaces. Parking areas may exhibit oil drip areas. Depending on severity, these may need to be burned off, dug out and patched or sealed with a special oil spot primer.

Removal of pavement markings (raised markers, thermoplastic striping)
It’s usually not necessary to remove painted striping, but raised markers and thermoplastic stripes (e.g. crosswalks) and legends (e.g. arrows) should be removed, usually by grinding. In some cases the surface treatment can be placed so as to avoid (and preserve) existing special markings. Temporary markers, usually the peel-and-stick stand-up reflector type, should be installed to serve until the permanent lane striping is applied.

Masking of “street iron”
Street iron such as manhole covers and valve box covers should be protected by masking them with paper or special plastic sheeting. Small peel-and-stick markers should be attached to the metal to reference the location of the iron to facilitate removal of the masking material.

Continued on page 30
Sealing of cracks
Existing cracks wider than ¼ inch should be sealed with specialty crack sealer material. Both hot and cold applied products can be used. The sealant supplier should be consulted as to the proper product for your location and climate. Different products may be necessary depending on the time of year you’re doing the crack sealing.

In climates that experience extreme fluctuations in temperature (e.g. mountains, desert), pre-routing of transverse cracks should be considered.

When sealing cracks, care should be taken to:

- Place the sealant only into the crack
- Not leave excessive smearing of sealant on the surface of the pavement
- Not leave sealant high so as to form a ridge or bump that motorists would feel. A squeegee too should be used only where needed to knock down high spots.

Crack sealing may be done days or weeks ahead of the surface treatment. Cold-applied sealants should be fully cured prior to covering them with any surface treatment. If sand is used to prevent tracking of the sealant, a thorough sweeping must be done prior to placing the surface treatment.

Digouts and patching
Although surface treatments are intended for roads still in good condition, there may be some localized pavement problems. These usually take the form of “alligator” cracking or disintegration in a wheelpath of the lane, indicating a load-related, structural failure. These areas should be repaired before placing a surface treatment. The usual approach is to dig out the bad material and replace it with new hot mix asphalt (HMA). Cold mix or proprietary “pothole patch” materials should not be used for patching prior to a surface treatment. They contain volatile elements that would be sealed in by the surface treatment, keeping them from hardening and an unstable, soft spot could result.

Digout and patching operations are also sometimes referred to as “mill and fill”, “plugging” or “R&R”. Guidelines for proper digout and patch work include:

- Lay out a cut line at least one foot beyond any visible cracking.
- Use straight lines and square corners to create the cut line.
- For patches thicker than four inches, make the cut wide enough for a small roller to fit into the trench for compacting the base material and lower lifts.
- Where practical, keep the longitudinal cut lines out of the wheel paths.
- Excavate deep enough to permit the new HMA patch to be at least 50% thicker than the old pavement that failed. (This will mean removing some of the aggregate base layer.)
- After excavating, always compact the remaining base material.
- Use an HMA mix type appropriate for the traffic (e.g., Type A, B or C).
- If the HMA in the new patch will be greater than four inches thick, place it in two lifts, if practical.
- Each lift thickness should be at least three times the size of large aggregate in the HMA.
- Make at least four passes of the roller on each lift while the mix is above 175°F.
- Place enough loose HMA so that after four roller passes the surface will be flush with the old pavement.
- Don’t use vibratory rolling when the roller drum is touching the old (cold) pavement.
- Check the final patch with a straight edge.

The surface of a new HMA patch will be more “open” (porous) compared to the surrounding old pavement that has been under traffic for years, so an important final step is to apply a tack coat of asphalt emulsion to the surface of the new patch. This will help seal the surface so it won’t absorb the binder in the future surface treatment.

Leveling
Some surface treatments (e.g. chip seals, slurry seals) should not be placed on surfaces with rutting in the wheelpaths. In the case of chip seals, the watery emulsion that’s spray-applied will simply pond in any ruts and result in the chips being fully embedded or “drowned” in asphalt, resulting in an asphalt-rich, slick wheelpath. In the case of slurry seals, excess slurry mixture will be deposited in the rutted area and will later be unstable under traffic – especially in hot weather. So it’s important that the pavement be checked with a straight edge and excessive rutting be corrected via “leveling” work.

How is leveling accomplished? The most common approach is to simply “blade lay” a HMA leveling course, usually with aggregate no larger than ½ inch, and “feathering” the edges by careful hand raking to remove larger aggregate. This is followed by rolling. In more severe ruts, >½ inch depth, rolling should be done with
Learn more about the work of the Federal Highway Administration’s (FHWA) National Highway Institute (NHI) with its new 2010 annual report. The National Highway Institute Year End Report: Fiscal Year 2010 opens with a look at the history of NHI, from its commissioning by Congress in 1970 to develop and deliver high-quality training for the transportation workforce to its ongoing innovations in training today. NHI now offers more than 300 courses across 15 program areas.

NHI’s 2010 highlights include the launch of its redesigned Web site (www.nhi.fhwa.dot.gov), which provides an improved hub for all NHI training information. New features include the “My Training” section, where customers can view their course history, obtain unofficial transcripts for Web-based training courses and conferences, request official transcripts from the NHI Registrar, and download electronic materials from the NHI Store.

Also highlighted are NHI’s many partnerships, including new collaborations with the American Society of Civil Engineers’ Geo-Institute and the Deep Foundations Institute to assist in the delivery of geotechnical training.

For more information about NHI training opportunities or to download a copy of the 2010 report, visit www.nhi.fhwa.dot.gov.

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**Preparation for Surface Treatments - Continued from page 30**

A rutted pavement may also be leveled by filling the ruts with micro surfacing, or by grinding it down with either a diamond grinder or a milling machine. These operations often involve subcontractors with special equipment, and may not be cost effective. Remember also, that after any milling or grinding, it’s important to thoroughly sweep (and wash) the surface to remove the dust created by the operation.

**Summary**

Surface treatments are important “workhorse” strategies used by pavement managers nationwide. Like many operations – including painting your house – their success depends highly on the degree of preparation that’s done on the old pavement. When applied to pavements still in good condition, and with an effort on pre-cleaning and proper repair of major defects in the old pavement, these pavement preservation procedures will fulfill their mission of extending the life of a pavement and protecting this important investment.
CIR and FDR in California City, California

By Dr. Dragos Andrei, P.E., from the CP2 Center News, June 2011

On October 1st, 2010, I visited a Cold In-Place Recycling (CIR) and Full Depth Reclamation (FDR) project in California City, California. The town has a population of approximately 15,000 and is located in Kern County, about 40 miles north of Palmdale and Lancaster. The road links the town to highway 14.

Closer to town the road turns into a four lane divided highway. The desert climate has taken its toll on the roadway: oxidation, thermal cracking, longitudinal and alligator cracking, are easily seen as shown in Figure 1.

To learn more about the project, I talked to On Man Lau, P.E., G.E., Branch Manager with BSK Associates. The City had a limited budget for the rehabilitation of California City Boulevard. Following an initial pavement investigation in which On Man was involved, HELOT Engineers, the firm that provides engineering services to the City, performed a life cycle cost analysis and compared several rehabilitation alternatives: crack sealing + overlay, crack sealing + fabric + overlay, cold in-place recycling + overlay, and full depth reclamation +overlay. Based on the existing pavement condition and the results of the economic analysis it was decided to use CIR + overlay on 1.5 miles of roadway and FDR + overlay on approximately one mile of California City Boulevard.

Bowman Construction was the general contractor for this project. On the areas selected for cold in-place recycling, the contractor milled and recycled four inches of the existing pavement. The mix design was done by Asphalt Pave-ment and Recycling Technologies, Inc. (APART). The recycling train is shown in Figure 2.

The cold millings mixed with emulsion were placed in a wind-row ready for paving and compaction. The recycled mix was allowed to sit for about 24 hours before paving.

On the areas selected for FDR, the contractor milled and treated six inches of the existing pavement with 4.5% to 5% emulsion and 1.5% Type II portland cement. Both CIR and FDR sections received a two-inch overlay.

Figure 5 shows the completed project taken in February 2011. The Pavement Recycling and Reclaiming Center will revisit the project in the near future to observe and document the performance of the CIR and FDR technologies in California City.
ISSA Outreach Action Plan Update

Overview
ISSA hired BMG/BMG Green to help raise its public profile and awareness of its ecological and cost-conscious pavement maintenance solutions among municipalities, counties and state public works agencies and contractors within North America.

Completed Projects
Some of the projects BMG/BMG Green has completed to promote the sustainability and budget-stretching aspects of ISSA’s processes to government agencies, include:

1. Developed and introduced the Preserving Roads program and logo.
2. Modified and placed industry articles, proving ISSA’s real-world expertise.
3. Expanded ISSA’s PR coverage, receiving more than 21 appearances in the first half of 2011.
4. Executed a print and electronic advertising program in key industry publications and newsletters.
5. Started a member database, photograph and video gathering program—continuing to develop.
6. Assisted in developing new trade show booth graphics to promote the Preserving Roads program.

Work-In-Progress Projects

1. Articles
   a. The BASF Eco-Efficiency Analysis Of Micro Surfacing—This article has already run exclusively in Pavement Preservation Journal and has been released to the secondary non-competing publications. The regional Associated Construction Publications (ACP) will be running it in July issues and it should be picked up by additional publications too.
   b. Misuse Of Surface Treatments—This article is featured in the June issue of Roads & Bridges. Now that it has run exclusively, we will be sharing it with additional non-competing publications.
   c. Extending Your Budget—The article has been approved by the ISSA marketing committee and the people quoted in the article. We will be submitting it to a key industry publication for exclusive placement. Once it has run, we will share it with additional non-competing publications.

Continued on page 34
d. **Sustainable Aspects Of Pavement Preservation**—The article has been approved by the ISSA marketing committee. We will get final signoff from the people who were quoted in the article and then work with *Better Roads* to see if they are interested in running this article exclusively. Once it has run, we will share it with additional non-competing publications.

e. **President’s Award Job Story**—BMG/BMG Green has written the article and is finishing the internal proofing process and will supply it to the ISSA marketing committee by the end of June.

2. **Public Relations**
   a. **APWA PR**—BMG/BMG Green has submitted this PR to the ISSA marketing committee and will release it to all key industry publications once approved.
   b. **Green PR**—BMG/BMG Green is in the process of developing this PR that promotes the sustainable aspects of ISSA’s pavement preservation processes.
   c. **Workshop PR**—BMG/BMG Green will release information on this event in the fall to help raise awareness, identify ISSA as industry experts and invite people to attend.
   d. **Annual Meeting PR**—BMG/BMG Green will release information on this event in the fall to help raise awareness, identify ISSA as industry experts and invite people to attend.

3. **Roads & Bridges Live Speaking Opportunity**—BMG/BMG Green will be working with Pierre Peltier to develop a presentation that discusses a pavement preservation success story and promotes the benefits of ISSA and its processes.

4. **Website Updates**—BMG/BMG Green will work with ISSA to make their website more informative to government agencies by updating the homepage and establishing a sustainability landing page. We will help establish a page for industry articles so they can be shared with government agencies and members easier.

5. **Government Agency Databases & Industry Photos/Videos**—BMG/BMG Green has asked members to submit databases, photos and videos for ISSA to use to help promote the association and its processes to government agencies. We haven’t received any of these items, so we will be contacting the supplier members individually and try to coordinate these efforts with their marketing departments. We invite all board members to submit these items too.

6. **ISSA YouTube Channel**—BMG/BMG Green is working with the ISSA marketing committee to gather videos so we can establish a YouTube Channel. The goal is to use the videos to educate and promote the processes that ISSA supports.

7. **Sustainability Brochure**—BMG/BMG Green will be developing a brochure to help educate and promote the sustainability and budget-stretching aspects of ISSA’s pavement preservation processes and discuss how they are related to USBGC LEED-based and other similar sustainability programs.
Dear Randy, I just wanted you to know we are very happy with the two RoadSavers our company bought at the beginning of this year. From the very onset your company was very responsive to our requests for proposal and thru the decision making process. Once we made the decision to purchase from CPM/Rayner Equipment your team delivered our machines in a very timely manner and when they were promised.

Thru October our first year we came to depend on our machines and had very few maintenance issues, the machines performed as promised. We were extremely happy with the support that you gave us, especially in the first couple of weeks. I was very appreciative that you were always available to answer even the smallest of questions.

One of the leading qualities of your design is the ease of the operator’s controls and the information at his disposal. Our operator was quick to pick up the operation of the RoadSaver and in a very short period was training other employee's how to operate. From calibration to operation, I doubt there is a more efficient system in the market.

Sincerely, Robert Marsh

For more information please call us toll free at: 1-800-479-9390

Call direct: Randy 916 826-1007 Rich 916 997-5082

See us online at: www.roadsaver.com
ISSA at work in Lawrenceburg, Tennessee
Once home to Davey Crockett

ISSA members, show us your decal!
Photo courtesy of Tim Harrwood, Vance Brothers, Inc.

Preserving Roads full color decals available now.

- Large 8” x 17” $5.00 ea
- Small 3” x 6” $2.00 ea

ISSA Members Only Please

www.slurry.org

Show us your decal and the location where you are working - have your photo displayed in the newsletter...

Left to right: Director Doug Hogue, VSS Macropaver; Immediate Past President Tim Harrwood, Vance Brothers, Inc.; Director Rusty Price, Intermountain Slurry Seal; Director Carter Dabney, Slurry Pavers, Inc.; Director Rich Francis, Southwest Slurry Seal, Inc.; Technical Director Bob Jerman, MeadWestvaco Corporation; Director Neil Guiles, Vestal Asphalt Inc.; Director Rex Eberly, Ballou Construction Co., Inc.; Vice President Doug Ford, Pavement Coatings Company; President W. Pierre Peltier, Terry Asphalt Materials Inc.; Director Scott Bergkamp, Bergkamp Inc.; Secretary Christine Deneuvillers, Colas SA
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@growwithbmg.com.

E-mails containing attached files up to 50 MB can be accepted; for additional photos, simply send them in a second e-mail.
ISSA Using APWA To Explain Pavement Preservation’s Economical & Environmental Benefits

See ISSA at APWA Booth 560

Annapolis, MD – The International Slurry Surfacing Association (ISSA) will join the Pavement Preservation & Recycling Alliance (PPRA) in booth 560 at APWA’s International Public Works Congress & Exposition on September 18-21, 2011 in an effort to increase pavement preservation awareness. Visitors can discuss how ISSA’s slurry and micro surfacing, chip sealing and crack treating processes are helping government agencies worldwide save millions each year and preserve hundreds of extra lane miles while addressing the growing demand for sustainable roadways.

While limited funding forces government agencies to stretch their budgets, pavement preservation provides a solution that can reduce spending significantly when compared to performing reactive maintenance techniques, mill and fill or a full rehabilitation. Pavement preservation processes can extend the life of roads by up to seven years or more. When applied on a regular basis, these processes can drastically reduce the overall life cycle cost of a road. This is demonstrated in ISSA’s Pavement Condition Index (PCI), which can be found at www.slurry.org.

In addition to the economical need, ISSA’s pavement preservation processes also address agencies’ need to create sustainable roadways. Slurry and micro surfacing, chip sealing and crack treating processes, when compared to traditional mill and fill, use up to 50% less natural resources, 40% less energy through a cooler application and 45% less greenhouse gases associated with mining and transportation of resources.

The Pavement Preservation & Recycling Alliance is a cooperative effort set forth by the boards of the Asphalt Emulsion Manufacturers Association (AEMA), the Asphalt Recycling & Reclaiming Association (ARRA) and the International Slurry Surfacing Association (ISSA) dedicated to promoting the technologies, processes and applications of pavement preservation.

Founded in 1963, the International Slurry Surfacing Association (ISSA) is a nonprofit association dedicated to the interests, education and success of slurry and micro surfacing, chip sealing and crack treating professionals and corporations around the world. For more information about ISSA and its practices, call (410) 267-0023; fax (410) 267-7546; email krissoff@slurry.org; or visit www.slurry.org.
Japan Emulsified Asphalt Association (JEAA) Journal

Mr. Yoshitsugu Onishi (President of Toa Road Corporation), Chairman of JEAA.

Questions should be directed to:

Ichiro IIDA
Secretary General
Japan Emulsified Asphalt Association
Pine Central Bldg. 4F
2-11-5 Kyobashi, Chuo-Ku
Tokyo 104-0031
JAPAN

Japan Emulsified Asphalt Association (JEAA) Journal #183

What to Do to Develop Asphalt Emulsion in the Future
Akio Yakiyama, Nisshin Kasei Co., Ltd.

This is a summary of a presentation given by the author at the 89th Asphalt Seminar in Shizuoka Pref. February 17 – 18, 2011. As a member of the Technical Committee in JEAA, the author introduces the basic information of asphalt Emulsion, the activities of JEAA, new emulsion technology, the current situation of emulsion and worldwide trends.

Introduction of Papers on 4th Eurasphalt & Eurobitume (5)
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: “Effect of Different Bonding Systems on the Mechanical Properties of Laboratory Compacted Two-Layer Asphalt Systems” by T. Lobach.

Article from AEMA Newsletter
This is a Japanese translation of the article “ISSA Announces 2010 President’s Award Winner” including slurry seal project in Las Vegas, which was originally published by AEMA Newsletter No. 2 in 2010.

Questions and Answers about Asphalt Emulsion
Editorial Committee, JEAA

Questions and answers about asphalt emulsions from the readers. This issue is about the standard of asphalt emulsion, comparing the differences between ASTM D 2397 (US) and JIS K 2008 (Japan).

Asphalt Emulsion Course (27)
This is a consecutive course about asphalt emulsion. This issue compiles a glossary of asphalt emulsion as follows:

- additive
- hair crack
- polymer modifier
- asphalt mixing tank
- heating modifier
- porous asphalt pavement
- asphalt storage tank
- heated curing
- pothole
- asphalt mobile plant
- high content asphalt emulsion
- precoated aggregate
- bleeding
- high penetrating asphalt emulsion
- reactive polymer
- block pavement
- leveling course
- reflective cracking
- bridge joint
- linear displacement
- re-cycled base course
- cement and asphalt mortar
- Los Angeles Abrasion Test
- residual strength ratio
- central plant
- mixing ability
- residue on sieve
- chip spreader
- mixing-type asphalt mix
- resin emulsion
- coating
- modified asphalt
- rubberized asphalt emulsion
- cutback asphalt
- modified asphalt emulsion
- running cost
- cutback asphalt emulsion modified asphalt mix
- screenings
- decomposing agent
- mono pump
- spreader box
- distributor
- noise reduced pavement
- storage stability
- emulsifier mixing kettle
- open-graded asphalt mix
- storage tank
- emulsifier kettle
- overlay
- SAMIL
- engler degree
- particle charge
- temporary storage tank
- evaporated residue
- penetrating asphalt emulsion
- Water-in-Oil emulsion
- filler
- penetrating macadam method
- workability
- finishability
- penetrating type asphalt mix
- float test
- performance-based contract
- freeze and thaw stability
- polymer emulsion

Topics and JEAA News
*The 89th Asphalt Seminar was held in Shizuoka Pref. on February 17-18, 2011.

Mr. Akio Yakiyama from Technical Committee made a presentation.

*Asphalt Emulsion production amount by JEAA members from October to December 2010 is shown below.

Asphalt Emulsion Productions from October to December 2010 (t)

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AEMA Awards Nominations
Due by October 31, 2011

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

Recipients of the Hall of Fame Award:
- 1981 - Alvyn J. Day / John Trumbull
- 1982 - Joseph Seaton
- 1983 - John J. Shelly
- 1988 - Richard D. Hatfield
- 1989 - Leo A. McArthur
- 1994 - Hans G. Schreuders
- 1995 - Steven Muncy
- 1996 - Jacques Gaultier
- 1997 - L.S. “Bill” Brake / John Huffman
- 1998 - Norman R. Aguirre
- 2003 - Alan James
- 2004 - Richard Koleas
- 2005 - Alain LeCoroller
- 2009 - Koichi Takamura

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

Recipients of the Recognition of Achievement Award:
- 1981 - Norman W. McLeod
- 1982 - Jack N. Dybalski
- 1983 - Donald L. Nielson
- 1984 - Harold W. Muncy
- 1985 - Roger Pemberton
- 1986 - Buddy W. McClintock
- 1988 - Dante R. Finocchi
- 1989 - Norman R. Aguirre
- 1990 - Blake Smith
- 1995 - Gustavo Rivera
- 1996 - C. Robert “Ben” Benedict (Awarded posthumously)

Nominating ballots for AEMA's 2012 Hall of Fame and Recognition of Achievements Awards were sent on March 24 of this year to all AEMA member company official representatives. Please give serious thought to nominating an individual you feel should be added to these lists of past recipients for their outstanding contributions to the Asphalt Emulsion Industry.

An AEMA Award Ballot is available on the next page of this Newsletter.

Award information is also available at www.aema.org

RECOGNITION

n.
1. The act of recognizing or condition of being recognized.
2. Acknowledgment
3. An awareness that something perceived has been perceived before.
4. An acceptance as true or valid, as of a claim
5. Attention or favorable notice

Nominate someone today.
AEMA Awards Ballot

Each year, the Asphalt Emulsion Manufacturers Association Will honor those who have made Outstanding Contributions to the Asphalt Emulsion industry.

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

**Nominator:** ______________________________

Title  _______________________________________

Company  ___________________________________

Street  _____________________________________

City _________________State ___ Zip _________

Country ___________________________________

E-Mail _____________________________________

Phone (         ) _______________________________

signature  _________________________________

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

**Nominee:** ______________________________

Title  _______________________________________

Company  ___________________________________

Street  _____________________________________

City _________________State ___ Zip _________

Country ___________________________________

E-Mail _____________________________________

Phone (         ) _______________________________

Please cite specific contributions, research activities, project data, or other information as the basis for award nomination. The nominating ballot must be completed in full. Details of the following must be attached:

- Nominee's contribution to AEMA.
- Nominee's contribution to the Asphalt Emulsion Industry.
- Nominee's contribution to Asphalt Emulsion Technology.

- Return to AEMA no later than October 31, 2011.
- Awards will be presented at the 2012 Annual Meeting in Bonita Springs, Florida.
- Please do not fax.
ARRA Awards Nominations Due By October 1, 2011

The Nominating Ballot for ARRA’s 2012 Special Recognition Awards is on your right. You may also download a copy in PDF format from the ARRA website at www.arra.org. Please review the information and give your selection serious thought. Complete and return your ballot with supporting documentation to ARRA Headquarters no later than October 1, 2011. Our technical committees will review the ballots and supporting documentation during the Semi-Annual Meeting in Portland, Oregon, November 7 - 8, 2011, and make their choices accordingly.

Late ballots, incomplete ballots, and ballots without the proper supporting documentation will not be considered.

Please be sure to submit detailed written documentation to support your nomination.


P.S. Please mail your submissions; do not fax!

PAST ARRA SPECIAL RECOGNITION AWARD RECIPIENTS:

Cold In-Place Recycling
- Dale D. Allen, Oregon DOT (1986)
- Douglas I. Hanson, New Mexico State Highway Dept. (1987)
- Dean A. Steward, Kansas DOT (1988)
- Charley E. Johnson, Bureau of Indian Affairs, Arizona (1989)
- Larry R. Mattusch, Clinton County, Iowa (1989)
- Donald W. Anderson, South Dakota DOT (1991)
- Curt Turgeon, Minnesota DOT (1993)
- Robert K. Simmering, Muscatine County, Iowa (1994)
- Robert L. Gumbert, PE, Tama County, Iowa (1996)
- Gary Shaw, Grey County, Ontario (1997)
- Stephen A. Cross, Ph.D., P.E., University of Kansas (1999)
- Brian Knox, P.E., County of Bruce, Ontario (2000)
- Bronson Moore, Fulton County Highway Department (2001)

Charles R. Valentine Award for Excellence in Cold In-Place Recycling
- Kaye M. Bieniek, Olmsted County, Minnesota (2005)
- Joe Schroer, Missouri DOT (2006)
- Tom Kazmierowski, Ministry Transportation Ontario (2008)
- Souir Amirani, City of Santa Ana, California (2011)

John A. Miller Award for Excellence in Cold Planing
- George Muscato, Nevada DOT (1991)
- Bruce Kolwicz, City of Milford, CT (2008)
- Full-Depth Reclamation
- G.J. Russo, Massachusetts Port Authority (1990)
- Michael A. Mastropietro, Rensselaer County, NY (1991)
- E.J. Romero, Jr., City of Port Arthur, Texas (1992)
- William Shane, PE, Town of Yarmouth, Maine (1994)
- Timothy VonNeida, Chemung County, New York (1995)
- Paul Cassillo, Dutchess County, New York (1997)
- Chris Bauserman, Delaware County Engineer, Ohio (2001)
- Jeffrey Seaton, Victoria Co. Eng. Lindsay, Ontario (2001)
- Mic Dahlberg, Chisago County Public Works, Maine (2002)
- R. Wayne Young, CET, CRS, Town of Innisfil, ON, (2003)
- Frank S. Bland, Jr., PE, Dist. 4 South Carolina DOT (2004)
- William J. Monstrola, PennDOT, District 12-0 (2005)
- Philip L. Koerberlein, P.E., Cummins Engineering (2007)
- Henry Hawkins, Chamber County, Alabama

Soil Stabilization
- Tim Antley, Dennis Corporation (2008)

Hot In-Place Recycling
- Joseph C. Goldhammer, San Diego County, CA (1986)
- Lewis M. Gutley, Pennsylvania DOT (1986)
- J. Bradley Kutzner, City of Poway, California (1987)
- Richard Wyatt, Oklahoma DOT (1987)
- Harlan Ritchie, City of Regina, Saskatchewan (1988)
- Robert C. Mills, Federal Aviation Administration, OK (1989)
- William D. Dunham, City of Peoria, Illinois (1990)
- Pete Ragone, County of Suffolk, New York (1991)
- Raymond S. Caches, City of Chicago, Illinois (1992)
- L.D. Johnson, City of La Verne, California (1993)
- Mike Bishop, BC Ministry of Transportation & Hwys (1994)
- Carl L. Landon, Orange County, Florida (1996)
- Viren Shah, P.E., City of Fontana, California (1999)
- Michael Bettenhausen, Village of Tinley Park, Illinois (2009)
- Cook County Illinois Highway Department (2011)

Hot Recycling
- Donald Carey, Louisiana DOT (1986)
- F.P. de Groot, City of Rotterdam, The Netherlands (1987)
- Maureen Kindel, City of Los Angeles, California (1987)
- Gale C. Page, Florida DOT (1988)
- John DiRenzo, Venice, Florida (1990)
- Papkin Hovasapian, City of Los Angeles, California (2001)

General
- Wade Betenson, Utah DOT (1985)
- Myron D. Calkins, City of Kansas City, Missouri (1985)
- George de Chells, City of Beverly Hills, California (1985)
- Glenn Harris, City of Vallejo, California (1985)
- Steven E. Kaar, City of Naperville, Illinois (1985)
- Stanley E. Scholl, City of Santa Ana, California (1985)
- Thomas Scrimshier, CALTRANS (1985)
- David G. Snyder, City of Springfield, Missouri (1985)
- "George Swier, City of Bloomington, Illinois (1985)
- Oral Taylor, City of El Dorado, Kansas (1985)
- H.E. Wallace, Kansas DOT (1985)
- Dean Testa, Kansas DOT (1990)
- Nicholas Santora, Schenectady County, New York (1995)

Cold Planing
- Vito Sciscioli, City of Syracuse, New York (1987)
- William E. Page, Alabama DOT (1990)
2012 SPECIAL RECOGNITION AWARDS

NOMINATING BALLOT

EACH YEAR, THE ASPHALT RECYCLING & RECLAIMING ASSOCIATION WILL HONOR PUBLIC OFFICIALS AND CONSULTING ENGINEERS WHO HAVE MADE OUTSTANDING CONTRIBUTIONS TO THE ASPHALT RECYCLING AND RECLAIMING INDUSTRY.

The following rules will govern the selection:

1. The nominating ballot must be completed in full and delivered with supporting documentation to ARRA Headquarters by October 1, 2011.
2. Late or incomplete nominations will not be considered.
3. Nominations will be forwarded to the respective technical committees for final approval at the ARRA Semi-Annual Meeting, November 7 - 8, 2011, in Portland, Oregon.
4. Notice of Intent to Award will be issued to each approved nominee by the Executive Director in December 2011.

Nominator: ______________________
Title __________________________
Company _______________________
Street __________________________
City ___________________ State _____ Zip ________
Email __________________________
Phone ( ) ________________________
Signature ________________________

Nominee: ______________________
Title __________________________
Agency _______________________
Street __________________________
City ___________________ State _____ Zip ________
Email __________________________
Phone ( ) ________________________
Category ________________________

Awards will be categorized in accordance with the ARRA technical committee descriptions:

- Cold Recycling
- Hot Recycling
- Hot In-Place Recycling
- Full Depth Reclamation
- Cold Planing
- Soil Stabilization

SPECIFIC BASIS FOR NOMINATION: On a separate sheet, the nominator must provide the following detailed information to support his nomination:

- Nominee’s involvement with specific project(s); include job story;
- History of nominee’s personal or departmental activities that promoted advancement or acceptance of recycling methods; and
- Research, if any, conducted by nominee that has advanced the technological capabilities of the recycling method.

RETURN NOMINATION BALLOT BY OCTOBER 1, 2011. PLEASE DO NOT FAX.
ISSA 2012 President’s Award

The ISSA President’s Award was established in 2000 to recognize those contracting achievements that best exemplify the highest quality of workmanship and materials, and conformance to best practices as defined by the International Slurry Surfacing Association.

Eligible Participants
All ISSA member contractors in good standing are eligible.

Eligible Projects
To be eligible for the ISSA President’s Award, the project must have been completed:

- And accepted by the project owner within 24 months of the Award submission deadline date;
- On time, within budget and with NO safety issues; and
- Without the use of subcontractors to perform preservation techniques represented by ISSA.

Submissions
Applicant must provide the details below in powerpoint presentation format in ONE file on ONE compact disc. Do not include hard copies, notebooks, or thumbdrives. Name the file according to this format: 2012 Company Name – Project Name

- Name and business address of the ISSA Member contracting company and contact information for the person submitting the application.
- Information that assures each of the eligibility requirements are met.
- Regarding the roadway upon which the treatment(s) is performed:
  - the name of the roadway and/or its numerical designation
  - contact information for the agency or organization responsible for the project
  - the specific location of the project
  - a map or driving directions to the project site
  - a written description of the roadway outlining the need for the treatment(s)
  - relevant information on the roadway (such as the construction and maintenance history, ADT or traffic type and volume)
- At least 5 but no more than 10 high quality photographs, suitable for publication, adequately representing the pavement prior to the treatment(s) being applied, the application process, and the completed project after it has been returned to traffic. If more than one ISSA discipline is performed on the project, submit a set of photographs meeting the above requirements for each treatment.
- Relevant information such as:
  - a copy of the mix design used on the project;
  - a copy of the specifications used to govern the project, including design and raw materials; and
  - a list of raw materials and the suppliers of those materials
- A descriptive summary of the project detailing the job and any key issues that led to the job’s completion is required.
- A statement outlining the reasons the submitted project should receive an award.
- Complete contact details for the appropriate agency personnel (mayor, public works director, etc.), editor of newspaper of the community where the project was completed, to those same offices of the community where the contractor maintains its corporate headquarters, and to the head of the hiring body that commissioned the project.

Judging Criteria
Submissions will be judged on the following:

- Customer Satisfaction - The customer must be satisfied with the project. Statements from a representative of the project owner are suggested.
- Innovation - Projects that exhibit innovation related to the application or utilization of an ISSA-supported discipline, and projects that are unique, difficult or require higher levels of professionalism to complete will be given greater consideration.
- Appearance – The aesthetic value of the project will be considered to be directly related to the quality, care and workmanship of the applicant.
- Safety – To the extent that can reasonably be expected to control, employees of the contracting company, the traveling public and others associated with the project should be provided a safe environment on the project site and all related areas such as stockpile or staging sites. Documentation to this effect is to be included.
Submission Requirements – Each of the items outlined in the submission section are important. The quality of this information including the method in which it is presented will be evaluated.

Judging

The ISSA President will appoint a 5-member Judging Committee, at least one member of which must be a current member of the ISSA Board of Directors, at least one member of which must be a representative of an ISSA Contracting Member, and at least one member of which must be a licensed Civil Engineer or an individual whose knowledge of the roadway industry is considered expert.

The ISSA President will identify a Chair of the Judging Committee whose responsibility will include communication with the selection committee and ISSA Executive Director regarding the operation of the judging process and the disposition of the committee’s decision.

Judging is made solely on the criteria outlined in this document.

The decision of the Judging Committee is final.

The award(s) will be presented at the ISSA Annual Convention.

Deadline

Completed entries meeting all requirements must be in the possession of ISSA no later than November 30, 2011.

Submit ONE compact disc to ISSA at the address below. Do not include hard copies, notebooks, or thumb drives.

ISSA
#3 Church Circle - PMB 250
Annapolis, MD 21401
USA
ATTN: Awards Committee

About ISSA President’s Award for Excellence

Created with the beginning of the new millennium in mind, the ISSA President’s Award for Excellence was established to recognize those contracting achievements that exemplify the International Slurry Surfacing Association - the highest quality, workmanship, and best standards of practice.

Recipients of the award are recognized by all mediums at the association’s disposal to further solidify the association and its members in the road construction industry.

Roadway projects submitted for consideration are judged on the merits of customer satisfaction, innovation, schedule completion, and safety.

PAST AWARD RECIPIENTS

2011
Intermountain Slurry Seal
Salt Lake City, Utah

2010
American Pavement Preservation
Las Vegas, Nevada

2009
Intermountain Slurry Seal, Inc.
Salt Lake City, Utah

2008
Intermountain Slurry Seal, Inc.
Salt Lake City, Utah

2007
Intermountain Slurry Seal, Inc.
Salt Lake City, Utah

2006
Intermountain Slurry Seal, Inc.
Salt Lake City, Utah

2005
Strawser, Inc.
Columbus, Ohio

2004
Emoleum
Port Adelaide, Australia

2003
Ballou Construction Co., Inc.
Salina, Kansas

2002
CSR Emoleum
Port Adelaide, Australia

2001
Micro-Surfacing, Inc.
Peoria, Illinois

CSR Emoleum
Port Adelaide, Australia
# AEMA MEMBERS

## NORTH AMERICAN MANUFACTURER MEMBERS

<table>
<thead>
<tr>
<th>Company</th>
<th>Contact Name</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albina Fuel Company</td>
<td>Greg Arntson</td>
<td><a href="mailto:greg.amton@albina.com">greg.amton@albina.com</a></td>
</tr>
<tr>
<td>Asphalt Emulsion, Inc.</td>
<td>Phil Tarsovich</td>
<td><a href="mailto:philltsarov@slurrypavers.com">philltsarov@slurrypavers.com</a></td>
</tr>
<tr>
<td>Asphalt Materials Inc.</td>
<td>Dave Blackburn</td>
<td><a href="mailto:Dave.Blackburn@asphalt-materials.com">Dave.Blackburn@asphalt-materials.com</a></td>
</tr>
<tr>
<td>Asphalt Products Unlimited Inc.</td>
<td>Robert S. Yeargain Jr.</td>
<td><a href="mailto:bobbyy@asphaltunlimited.com">bobbyy@asphaltunlimited.com</a></td>
</tr>
<tr>
<td>Asphalt Systems Inc.</td>
<td>Jay B. Walters</td>
<td><a href="mailto:asiphil@qwestoffice.net">asiphil@qwestoffice.net</a></td>
</tr>
<tr>
<td>Associated Asphalt</td>
<td>Bill Kirk</td>
<td><a href="mailto:bkirk@associatedasphalt.com">bkirk@associatedasphalt.com</a></td>
</tr>
<tr>
<td>Blackledge Emulsions, Inc.</td>
<td>Scott Watson</td>
<td><a href="mailto:swatson@be-inc.com">swatson@be-inc.com</a></td>
</tr>
<tr>
<td>BTB Corporation</td>
<td>Juan Vazquez</td>
<td><a href="mailto:juan.vazquez@bbbcorporation.com">juan.vazquez@bbbcorporation.com</a></td>
</tr>
<tr>
<td>California Commercial Asphalt, LLC</td>
<td>Dana Baltzer</td>
<td><a href="mailto:emulsion@ccalc.biz">emulsion@ccalc.biz</a></td>
</tr>
<tr>
<td>Calumet Specialty Products LLP</td>
<td>Chuck Tallant</td>
<td><a href="mailto:chuck.tallant@calumetspecialty.com">chuck.tallant@calumetspecialty.com</a></td>
</tr>
<tr>
<td>Cleveland Asphalt Products</td>
<td>Murray C. Moore</td>
<td><a href="mailto:mccapcco@msn.com">mccapcco@msn.com</a></td>
</tr>
<tr>
<td>Coastal Energy Corporation</td>
<td>David Montgomery</td>
<td><a href="mailto:david@coastal-fmc.com">david@coastal-fmc.com</a></td>
</tr>
<tr>
<td>COBITCO, Inc.</td>
<td>Lee E. (Bud) Morgan</td>
<td><a href="mailto:bud.morgan@cobitco.com">bud.morgan@cobitco.com</a></td>
</tr>
<tr>
<td>Coco Asphalt Engineering, A Div of Coco Paving Inc.</td>
<td>Steve Manolis</td>
<td><a href="mailto:smanolis@cocogroup.com">smanolis@cocogroup.com</a></td>
</tr>
<tr>
<td>Colas Inc.</td>
<td>Francois Chaignon</td>
<td><a href="mailto:fcchaignon@colasinc.com">fcchaignon@colasinc.com</a></td>
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<tr>
<td>Dosch King Emulsions Inc.</td>
<td>David King</td>
<td><a href="mailto:doschkingco@optimum.net">doschkingco@optimum.net</a></td>
</tr>
<tr>
<td>Dynasol</td>
<td>Juan Ramon Salinas</td>
<td><a href="mailto:jralinas@dynasol.com.max">jralinas@dynasol.com.max</a></td>
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<tr>
<td>Emulsion Products Company</td>
<td>Robert H. Camilli.</td>
<td><a href="mailto:bcamilli@colasla.com">bcamilli@colasla.com</a></td>
</tr>
<tr>
<td>Ergon Asphalt &amp; Emulsions Inc.</td>
<td>Mark Ishee</td>
<td><a href="mailto:mark.ishee@ergon.com">mark.ishee@ergon.com</a></td>
</tr>
<tr>
<td>Eurovia Group</td>
<td>Sabine Le Bec</td>
<td><a href="mailto:sabine.lebec@dl.ca">sabine.lebec@dl.ca</a></td>
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<tr>
<td>Flint Hills Resources LP</td>
<td>Justin Black</td>
<td><a href="mailto:justin.black@fr.com">justin.black@fr.com</a></td>
</tr>
<tr>
<td>Greater Cincinnati Asphalt Terminal</td>
<td>Tony Ogle</td>
<td><a href="mailto:tony.ogle@jjnet.com">tony.ogle@jjnet.com</a></td>
</tr>
<tr>
<td>Greka</td>
<td>Edgar Cifuentes</td>
<td><a href="mailto:edc@greka.com">edc@greka.com</a></td>
</tr>
<tr>
<td>Gulf Coast Asphalt Company</td>
<td>Joe Mattingly, Jr.</td>
<td><a href="mailto:jmattinglyjr@gchouston.com">jmattinglyjr@gchouston.com</a></td>
</tr>
<tr>
<td>Heartland Asphalt Materials</td>
<td>Dave Teichmann</td>
<td><a href="mailto:dteichmann@heartlandasphaltmaterials.com">dteichmann@heartlandasphaltmaterials.com</a></td>
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<tr>
<td>Henry G. Meigs LLC</td>
<td>Dan F. Drew</td>
<td><a href="mailto:ddrew@hmeigs.com">ddrew@hmeigs.com</a></td>
</tr>
<tr>
<td>Holly Asphalt Company</td>
<td>Randall E. Clark</td>
<td><a href="mailto:randy.clark@hollycorp.com">randy.clark@hollycorp.com</a></td>
</tr>
<tr>
<td>Hudson Materials Co.</td>
<td>Ralph Maddux</td>
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<td>Idaho Asphalt Supply Inc.</td>
<td>Chris Blake</td>
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<td>Jebo Inc.</td>
<td>Kevin Carlson</td>
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<tr>
<td>Marathon Petroleum Corporation</td>
<td>Peggy Simpson</td>
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<tr>
<td>Martin Asphalt Company</td>
<td>William F. O’Leary</td>
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<tr>
<td>McAsphalt Industries Ltd.</td>
<td>John Carrick Jr.</td>
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<td>Missouri Petroleum</td>
<td>Mark McCollough</td>
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<td>New England Emulsions Corp.</td>
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<td>Norjohn Limited</td>
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<td>Pacific Emulsions, Inc.</td>
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<tr>
<td>Pounders Emulsions - A division of Husky Oil Limited</td>
<td>Blaine Morien</td>
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<td>Reed &amp; Graham Inc.</td>
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<td><a href="mailto:sal@rginc.com">sal@rginc.com</a></td>
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<tr>
<td>Road Science LLC</td>
<td>Andrew Fox</td>
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<tr>
<td>Russell Standard Corp/Hammerack East, Ltd.</td>
<td>Bert Rogers</td>
<td><a href="mailto:bert.rogers@russellstandard.com">bert.rogers@russellstandard.com</a></td>
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<tr>
<td>SEACO, Inc.</td>
<td>DuBose Tuller</td>
<td><a href="mailto:dubose@seacoinc.com">dubose@seacoinc.com</a></td>
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<tr>
<td>STEB Division of Sintra inc.</td>
<td>Bernard Tessier</td>
<td>b <a href="mailto:tessier@sintra.ca">tessier@sintra.ca</a></td>
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<tr>
<td>Tefel Oil Co.</td>
<td>Scott Dmytrow</td>
<td><a href="mailto:scott.dmytrow@teferoil.com">scott.dmytrow@teferoil.com</a></td>
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<td>The Gorman Group</td>
<td>Douglas W. Jones</td>
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<tr>
<td>Tri-State Asphalt, LLC</td>
<td>Todd Weist</td>
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<td>Unique Paving Materials Corp.</td>
<td>Michael A. Pemberton</td>
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<tr>
<td>US Oil &amp; Refining Company</td>
<td>Shauna-May TecleMariam</td>
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<td>Valley Slurry Seal Company</td>
<td>Jeffrey Reed</td>
<td><a href="mailto:jreed@slurry.com">jreed@slurry.com</a></td>
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<tr>
<td>Vance Brothers, Inc.</td>
<td>Mark Smith</td>
<td><a href="mailto:msmith@vancebrothers.com">msmith@vancebrothers.com</a></td>
</tr>
<tr>
<td>Vestal Asphalt Inc.</td>
<td>Neil I. Guiles</td>
<td><a href="mailto:nnguiles@vestalasphalt.com">nnguiles@vestalasphalt.com</a></td>
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48

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Web www.atlantapaving.com
Phone 770-220-0228
Fax 770-220-2628
*Ernest Lopes III, President etlopez@bellsouth.net
Milling FDR Cement treated base, Foamed Asphalt Base Lime, treated base paving concrete, trucking contractor.

AFFILATE MEMBERSHIP

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*Curt Stancliffe, Owner cjstan@nycap.rr.com
Consulting to municipal contractors and material suppliers on recycling, paving, etc.

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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 WELCOMES NEW MEMBER

GOVERNMENT MEMBERSHIP

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Phone 208-234-6250
Fax 208-478-7152
Email rghezzi@pocatello.us
Web www.pocatello.us
Randy Ghezzi, Street Superintendent
Street and repair maintenance.

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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!

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<thead>
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<th>Contact Person</th>
<th>Email Address</th>
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</thead>
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</table>

## SUPPLIER MEMBERSHIP

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<tr>
<th>Company Name</th>
<th>Contact Person</th>
<th>Email Address</th>
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<tr>
<td>ACP Applied Products</td>
<td>Curtis Prosko</td>
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*Ted Van Pelt ........................................................... Ted Van Pelt
*Raymond Young ......................................................... Raymond Young

*Deceased
### Asphalt Emulsion Manufacturers Association  
#### 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>
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<tbody>
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## Asphalt Recycling & Reclaiming Association

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<th>Email</th>
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AEMA - ARRA - ISSA
February 20 - 24, 2012
Hyatt Regency Coconut Point
Bonita Springs, Florida

The Hyatt Regency Coconut Point is now accepting reservations; to make yours, please call 239-444-1234 or 800-233-1234 or www.hyatt.com and be sure to indicate that you are with the group: AEMA-ARRA-ISSA. Our group rate this year is $356.00 + tax single/double.

Please contact us with any questions you may have. We look forward to seeing you in Bonita Springs.
Asphalt Emulsion Technologies Workshop

November 14 - 15, 2011
St. Louis Union Station Marriott, St. Louis, Missouri

Presented by the
Asphalt Emulsion Manufacturers Association

www.aema.org
WHAT IS THE ASPHALT EMULSION TECHNOLOGIES WORKSHOP?

The Asphalt Emulsion Technologies Workshop is a two-day conference focusing on enhancing knowledge of emulsion properties and applications. History teaches that change is the catalyst for learning and innovation. Today, the asphalt industry is experiencing unprecedented change. AEMA knows that agencies are seeking solutions to new challenges created by this change and that emulsion science plays a major role in the solutions. 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!

*Through a partnership with the National Center for Pavement Preservation Center at Michigan State University, Continuing Education Units (CEU’s) will be awarded to qualified participants at the completion of the workshop. CEU information will be provided at the workshop.

*CEU’s are pending approval by MSU.

PRELIMINARY PROGRAM

(subject to change without notice)

<table>
<thead>
<tr>
<th>MONDAY - November 14th</th>
<th>TUESDAY - November 15th</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:00 am - 4:00 pm</td>
<td>7:00 am - 3:00 pm</td>
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<tr>
<td>Registration Desk Open</td>
<td>Registration Desk Open</td>
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<tr>
<td>10:00 am - 7:00 pm</td>
<td>7:00 am - 4:00 pm</td>
</tr>
<tr>
<td>Exhibits</td>
<td>Exhibits</td>
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<tr>
<td>10:00 am - 10:15 am</td>
<td>7:00 am - 8:00 am</td>
</tr>
<tr>
<td>Welcome</td>
<td>Continental Breakfast</td>
</tr>
<tr>
<td>Bucky Brooks, AEMA President</td>
<td>Bryan Cawley, FHWA</td>
</tr>
<tr>
<td>Asphalt Materials, Inc.</td>
<td></td>
</tr>
<tr>
<td>10:15 am - 10:45 am</td>
<td>8:45 am - 9:30 am</td>
</tr>
<tr>
<td>Keynote Speaker</td>
<td>Best Practices w/Emulsion Slurry Systems</td>
</tr>
<tr>
<td>David Nichols, Missouri DOT</td>
<td>Pierre Peltier, Terry Asphalt Materials</td>
</tr>
<tr>
<td>10:45 am - 11:15 am</td>
<td>9:30 am - 10:00 am</td>
</tr>
<tr>
<td>Keynote Speaker</td>
<td>Clayton's Micro Program</td>
</tr>
<tr>
<td>Kevin Burke, III Illinois DOT</td>
<td>TBA, City of Clayton</td>
</tr>
<tr>
<td>11:15 am - 11:45 am</td>
<td>10:00 am - 10:15 am</td>
</tr>
<tr>
<td>Asphalt Supply Update</td>
<td>Break</td>
</tr>
<tr>
<td>Dave Punnett, Asphalt &amp; Fuel Supply</td>
<td></td>
</tr>
<tr>
<td>12:00 pm - 1:00 pm</td>
<td>10:15 am - 11:00 am</td>
</tr>
<tr>
<td>Sponsors’ Luncheon</td>
<td>Best Practices w/ Emulsion Chip Seal System</td>
</tr>
<tr>
<td>1:00 pm - 1:45 pm</td>
<td>Chuck Dannheim, Heartland Asphalt Materials</td>
</tr>
<tr>
<td>Basics of Emulsions</td>
<td>11:00 am - 11:30 am</td>
</tr>
<tr>
<td>Andy Bickford, MeadWestvaco Corporation</td>
<td></td>
</tr>
<tr>
<td>1:45 pm - 2:30 pm</td>
<td>MDOT’s Perspective on Chip Seals</td>
</tr>
<tr>
<td>Testing, Storage &amp; Handling</td>
<td>Scott Stone, Missouri DOT</td>
</tr>
<tr>
<td>Ian Jack, Heartland Asphalt Materials</td>
<td></td>
</tr>
<tr>
<td>2:30 pm - 3:15 pm</td>
<td>11:30 am - 12:30 pm</td>
</tr>
<tr>
<td>Applying Emulsions by Distributor</td>
<td>Intro to Emulsions &amp; Recycling</td>
</tr>
<tr>
<td>Brian Horner, E.D. Etnyre Company</td>
<td>Andrew Fox, Road Science, LLC</td>
</tr>
<tr>
<td>3:15 pm - 3:30 pm</td>
<td>12:30 pm - 12:45 pm</td>
</tr>
<tr>
<td>Break</td>
<td>Use of Emulsions for In-Place Recycling</td>
</tr>
<tr>
<td>3:30 pm - 4:15 pm</td>
<td>12:45 pm - 1:30 pm</td>
</tr>
<tr>
<td>Emulsion Classifications &amp; Additives</td>
<td>Todd Thomas, Road Science, LLC</td>
</tr>
<tr>
<td>Joe Brandenburg, Asphalt Materials Inc.</td>
<td></td>
</tr>
<tr>
<td>4:15 pm - 4:45 pm</td>
<td>1:30 pm - 2:15 pm</td>
</tr>
<tr>
<td>Local Aggregates &amp; Road Construction Applications</td>
<td>BASF Eco-Efficiency Study</td>
</tr>
<tr>
<td>Bob Berkley, Association of Modified Asphalt Producers</td>
<td></td>
</tr>
<tr>
<td>6:00 pm - 7:00 pm</td>
<td>2:15 pm - 3:00 pm</td>
</tr>
<tr>
<td>Sponsors’ Reception</td>
<td>National Center for Pavement Preservation Update</td>
</tr>
<tr>
<td></td>
<td>Larry Galehouse, NCPP</td>
</tr>
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<td></td>
<td>3:00 pm - 3:15 pm</td>
</tr>
<tr>
<td></td>
<td>Break</td>
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<tr>
<td></td>
<td>3:15 pm - 4:00 pm</td>
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<tr>
<td></td>
<td>Planning &amp; Executing an Effective Pavement Preservation Program</td>
</tr>
<tr>
<td></td>
<td>David Hein, Applied Research Associates</td>
</tr>
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<td></td>
<td>4:00 pm - 4:45 pm</td>
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<tr>
<td></td>
<td>Anti-Strips</td>
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<tr>
<td></td>
<td>Ivann Harnish, ArrMaz Custom Chemicals</td>
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<tr>
<td></td>
<td>Adjournment</td>
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</tbody>
</table>
Asphalt Emulsions Technologies Workshop
November 14 - 15, 2011

Please register the following:

Organization_____________________________________________________________
Address_________________________________________________________________
City_______________________________________________________________
State_______________________________________________________________
Zip/Postal Code_________________________________________________________
Country_____________________________________________________________

Attendee 1
Position_____________________________________________________________
Phone_____________________________________________________________
E-mail_____________________________________________________________

Attendee 2
Position_____________________________________________________________
Phone_____________________________________________________________
E-mail_____________________________________________________________

Attendee 3
Position_____________________________________________________________
Phone_____________________________________________________________
E-mail_____________________________________________________________

Attendee 4
Position_____________________________________________________________
Phone_____________________________________________________________
E-mail_____________________________________________________________

Total Registration Fees Enclosed $ _____________

☐ Check    OR    ☐ Mastercard    ☐ VISA    ☐ American Express

Account #___________________________________________ Exp. Date _____________

Name as it appears on card: __________________________________________________

Please return the completed registration form, with a check payable to AEMA for the total registration fees to: AEMA, #3 Church Circle - PMB 250, Annapolis, Maryland 21401 or fax credit card payments to 410-267-7546.
INFORMATION

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

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

<table>
<thead>
<tr>
<th>CANCELLATION RECEIVED BY:</th>
<th>REFUND:</th>
</tr>
</thead>
<tbody>
<tr>
<td>October 31, 2011</td>
<td>100% minus $25</td>
</tr>
<tr>
<td>November 7, 2011</td>
<td>50% of registration fee</td>
</tr>
<tr>
<td>November 8, 2011</td>
<td>No Refund</td>
</tr>
</tbody>
</table>

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

REGISTRATION DEADLINE: Although AEMA expects to be able to accommodate all meeting registrants, we urge you to complete and return the registration form to AEMA, and contact the hotel for room reservations, no later than October 13, 2011.

ROOM RESERVATIONS: AEMA has negotiated a special room rate of $130.00 + tax for Standard Accommodations* (Sunday, November 13, 2011 – Monday, November 14, 2011). To make room reservations, please call the Union Station Marriott Reservation Desk (800) 410-9914.

In order to receive the group rate, you must make your reservation by October 13, 2011. Our room block is reserved on a first come, first served basis until it is gone, after which room reservations will be accepted on a space available basis. **We strongly encourage you to make your reservations now.** Individuals will be charged for the payment of one night's room and tax if they do not cancel their reservation outside twenty-four hours of scheduled arrival.

HOTEL: The St. Louis Union Station Marriott, 1820 Market Street, St. Louis Missouri 63103. Telephone 314-621-5262. Check-in time is 4:00 pm and check-out time is 12:00 noon. Facilities at the St. Louis Union Station Marriott include outdoor pool, sauna, fitness facility, Einstein Bagels, a hotel restaurant and lounge.

Make sure to mention that you are attending the Asphalt Emulsion Manufacturers Association Workshop

*Rates quoted are for Sunday – Monday only.

PARKING CHARGES: Currently, the St. Louis Union Station Marriott does not own any parking lots in St. Louis. Valet Parking is handled by Ambassador Parking. Self-Parking is handled by St. Louis Parking. As an extra amenity to guests, the Union Station Marriott offers Overnight Valet Parking at $24.00 a day. Should you prefer to self park overnight, Self-Parking is available for $16.00 per day with "In and Out" privileges. Rates are subject to change without notice.

SPONSORSHIP: Please contact AEMA headquarters at 410-267-0023 or cerone@aema.org, for more details.

GENERAL INFORMATION: Please call (410) 267-0023 or write to AEMA Headquarters, #3 Church Circle - PMB 250, Annapolis, Maryland 21401 if you have any questions or concerns.
5th International Symposium on Asphalt Emulsion Technology

ISAET ‘12

Manufacturing, Application, and Performance

October 10 – 12, 2012
The Hyatt Crystal City
Arlington, Virginia

THE CONFERENCE

Organized under the auspices of the International Bitumen Emulsion Federation, this symposium, spawned by the “First World Congress on Emulsions” held in Paris, France, in 1993, will be the 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 previous four International Symposiums 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 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 April 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.

Inquiries should be addressed to:
ISAET '12,
Asphalt Emulsion Manufacturers Association,
#3 Church Circle – PMB 250
Annapolis, MD 21401 USA
Telephone (410) 267-0023
Fax (410) 267-7546
Web www.aema.org
Email krissoff@aema.org

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

Synopsis submission to: gaylon.baumgardner@ptsilab.com copy: krissoff@aema.org
Call for Papers

AEMA-ARRA-ISSA 2012
February 20 – 24, 2012
Bonita Springs, Florida

AEMA 39th Annual Meeting
ARRA 36th Annual Meeting
ISSA 50th Annual Convention

The AEMA-ARRA-ISSA Program Committee is hard at work on the upcoming meeting at the Hyatt Regency Coconut Point, Bonita Springs, Florida, February 20 – 24, 2012.

They are actively seeking presentations from the memberships of all three associations.

For more information or to submit an abstract for consideration, please contact Program Co-Chairs:

Mark McCollough, AEMA
mark.mccollough@asphalt-materials.com

Patrick Faster, ARRA
pfaster@gallagherasphalt.com

Christine Deneuvillers, ISSA
deneuvillers@campus.colas.fr

The deadline for the preliminary program is September 1; if you would like to be on the program and have not contacted the program chairs, please do so immediately.

This Conference is part of the series of regional In-Place Recycling Conferences developed by the joint effort of the Asphalt Recycling and Reclaiming Association (ARRA) and the Federal Highway Administration (FHWA). These regional forums of pavement and recycling professionals are designed for representatives of State Agencies, Contractors, Suppliers, Consultants, Academics, Local, MPO’s and Federal Government Officials, working together to take advantage of the synergy to be gained by sharing information and identifying common issues for further investigation. Each conference provides a forum to share and publicize information describing improvements in research, design, specifications, materials and construction practices, and to promote the cost benefits of In-Place Recycling through education and application.

More information available at:
www.pavementpreservation.org/recyclingworkshop
Southeastern States Regional In-Place Recycling Conference
AGENDA
August 30 – September 1, 2011
Atlanta, Georgia

Tuesday, August 30

11:00 am – 1:00 pm  Registration Desk Open

1:00 pm – 1:40 pm  Opening Session

Moderator – Steve Mueller, FHWA Resource Center

Welcome Addresses - Vance C. Smith, GDOT Commissioner
Overview of FHWA “Recycle First” Policies and Initiatives -
Angel Correa, FHWA Georgia Division Project Delivery Team Leader

Keynote Speaker – Steve Smith, US EPA Region 4

1:40 pm – 3:10 pm  AASHTO Environmental Considerations for In-Place Recycling -

Jim Pappas, Delaware DOT  (AASHTO Center for Environmental Excellence)

Eight-Year Performance of Alternative Recycled Freeway Surfaces -
Tom Kazmierowski, Ministry of Transportation, Ontario

How to optimize your strategy with In-Place Recycling –
Sohila Bemanian, Parsons Transportation Group

3:10 pm – 3:40 pm  BREAK

3:40 pm – 4:55 pm  Moderator – Jason Harrington, FHWA HQs Office of Pavement Technology

BARRIERS TO IN-PLACE RECYCLING?

Public agency discussions on why in-place recycling is not utilized more

Representatives.:  KY, TN, NC, SC, GA, FL, AL, MS, AR, LA, OK, TX, PR

4:55 pm – 5:15 pm  Q & A Session

5:30 pm – 7:00 pm  RECEPTION
Southeastern States Regional In-Place Recycling Conference

AGENDA
August 30 – September 1, 2011
Atlanta, Georgia

Wednesday, August 31

7:00 am – 8:00 am  Breakfast

AGENCY AND INDUSTRY PERSPECTIVE: Different Recycling Techniques?

8:00 am – 9:30 am  Moderator – Kimbel Stokes, General Manager, The Miller Group Inc.

    Full-depth Reclamation (FDR) Overview – Dale Cronauer, Blount Construction
    FDR in SC State Case Study – Stan Bland, State Pavement Reclamation Eng., SCDOT
    FDR in AL County Case Study – Henry Hawkins, Chambers County Eng.

9:30 am – 9:45 am  BREAK

9:45 am – 11:15 am  Moderator - Blair Barnhart, The Barnhardt Group, LLC

    Cold In-Place Recycling (CIR) Overview – Mike Polak, EJ Breneman Inc.
    CIR in VA State Case Study – Brian Diefenderfer, VDOT Research
    CIR in FL City Case Study – Ken Holden, Pavement Supervisor, City of Tampa

11:15 am – 11:30 am  BREAK

11:30 am – 1:00 pm  Moderator - Pat Faster, Gallagher Asphalt Corporation

    Hot In-Place Recycling (HIR) Overview – John Rathbun, Vice-President of Cutler Repaving Inc., FL
    HIR in TBD State Case Study - TBD
    HIR in FL County Case Study – Roger Cox, Hillsborough County

1:00 pm – 1:15pm  General Overview of Field Trip – Kimbel Stokes, The Miller Group, Inc.

1:15 pm – 1:30 pm  BREAK - get on the bus

1:30 pm – 2:45 p.m.  Bus departs

1:30 pm – 2:45 p.m.  Travel to Project Site (Lunch is provided -- Brown Bag in Bus)

2:45 pm – 4:00 pm  Field Trip Demonstrations

4:00 pm – 4:45 pm  Travel to Atlanta, GA

6:30 pm –  Dinner On Your Own
Southeastern States Regional In-Place Recycling Conference

AGENDA
August 30 – September 1, 2011
Atlanta, Georgia

Thursday, September 1

7:00 am –  8:00 am  Breakfast

8:00 am –  10:00 am  Moderator – TBD

Capacity of the Market Place and Availability - Ryan Essex, The Miller Group Inc.
Performance-Based Specifications - Jon Epps, Texas Transportation Institute

Mix Design - Kevin McGlumphy, Road Science, L.L.C.

Non-state DOT Applications (Federal Lands) - Jason Dietz, Eastern Federal Lands

10:00 am –  11:15 am  BREAK

Moderator – Chris Newman, FHWA HQs Office of Asset Management

Update of the CIR Review - Jason Harrington, FHWA HQs
ARRA Center in Southern California - Steve Cross, Executive Director of Pavement Recycling and Reclaiming Center

GDOT Micromilling Experience - Georgene Geary, State Materials and Research Engineer

PUBLIC AGENCY REPRESENTATIVES


Lessons Learned

How Will States Implement In-Place Recycling?
Each State Representative (5 to 10 minutes)

12:15 pm –  12:45 pm  The Next Step: Meeting the Challenge for Energy and the Environment -
Jim Pappas, Delaware DOT

12:45 pm –  ADJOURN

12:45 pm –  1:15 pm  Moderator - TBA

(Optional Attendance) Special Breakout Design Sessions

Customize Your In-Place Recycling Projects with Experts
Asphalt Recycling & Reclaiming Association

“We wrote the book on Asphalt Recycling”

Promoting Asphalt Recycling & Reclaiming since 1976

Semi-Annual Meeting Registration

November 7 - 8, 2011
Benson Hotel
Portland, Oregon

www.arra.org

ARRA is part of the Pavement Preservation & Recycling Alliance
ARRA 2011 SEMI-ANNUAL MEETING
November 7 – 8, 2011
Benson Hotel
Portland, Oregon

PRELIMINARY PROGRAM*
(subject to change without notice)

Sunday, November 6

1:00 pm – 5:00 pm ARRA Board of Directors Meeting

Monday, November 7

8:00 am – 12:00 pm ARRA Board of Directors Meeting
8:00 am – 5:00 pm Registration
12:30 pm – 2:00 pm Supplier Members Meeting
12:30 pm – 2:00 pm Affiliate Members Meeting
12:30 pm – 2:00 pm CORE Executive Committee Meeting
2:00 pm – 3:30 pm General Session

President’s Remarks
Bill Garrity, Garrity Asphalt Reclaiming, LLC

Executive Director’s Report
Mike Krissoff, ARRA Executive Director

2012 Annual Meeting
Patrick Faster, Gallagher Asphalt Corporation

ARRA/FHWA Partnership/Government Relations Committee Report
John Rathbun, Cutler Repaving Inc.

CORE Activity Update
Don Matthews, Pavement Recycling Systems Inc.

3:30 pm – 4:00 pm Break
4:00 pm – 6:00 pm Technical Subcommittee Meetings

Cold Planing
Greg Bruhin, Garrity Asphalt Reclaiming

Cold Recycling
Trevor Moore, Miller Paving Limited

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

Hot In-Place Recycling
Patrick Faster, Gallagher Asphalt Corporation

6:00 pm – 8:00 pm Reception
# ARRA 2011 SEMI-ANNUAL MEETING

**November 7 – 8, 2011**  
Benson Hotel  
Portland, Oregon

## PRELIMINARY PROGRAM*

*(subject to change without notice)*

### Tuesday, November 8

<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
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<tbody>
<tr>
<td>7:00 am – 8:00 am</td>
<td>Registration &amp; Continental Breakfast</td>
</tr>
</tbody>
</table>
| 8:00 am – 8:10 am | Welcome & Opening Remarks  
Bill Garrity, Garrity Asphalt Reclaiming, Inc., ARRA President  
Andrew Fox, Road Science, LLC, ARRA Semi-Annual Meeting Chairman |
| 8:10 am – 8:45 am | FHWA Overview  
Stephen Gaj, FHWA |
| 8:45 am – 9:30 am | Portland DOT  
TBA |
| 9:30 am – 10:15 am | Environmental, Economic & Engineering Properties of Full Depth Reclamation  
Todd Thomas, Road Science, LLC |
| 10:15 am – 10:30 am | BREAK |
| 10:30 am – 11:15 am | Engineered Pavement Recycling Specifications – A Consultant’s Perspective  
John Duval, Duval Engineering |
| 11:15 am – 12:00 pm | Experience with Hot In-Place Recycling in Washington State  
Jim Weston, Washington State DOT |
| 12:00 pm – 1:00 pm | Lunch |
| 1:00 pm – 1:30 pm | Cement Modified Soil for Long Lasting Pavements  
Greg Halsted, Portland Cement Association |
| 1:30 pm – 2:00 pm | Pavement Recycling and Reclaiming Center Update  
Steve Cross, Executive Director PRRC |
| 2:00 pm – 2:30 pm | LEEDS Presenter  
TBA |
| 2:30 pm – 3:00 pm | Cost-Effective and Sustainable Pavement Rehabilitation Strategy  
Sohila Bemanian, Consultant |
| 3:00 pm – 3:30 pm | Moving Ahead with Performance Management and Asset Management  
Butch Wlaschin, FHWA |
| 3:30 pm – 4:00 pm | Life Cycle Cost Comparison of FDR & CIR to Conventional Rehabilitation Techniques  
ARRA 2011 SEMI-ANNUAL MEETING
November 7 – 8, 2011
Benson Hotel
Portland, Oregon

REGISTRATION FORM

Please register the following:
Company/Agency____________________________________________
Address ____________________________________________
City ____________________________________________
State ____________________________________________
Zip/Postal Code ____________________________________________
Country ____________________________________________
Attendee 1
Position ____________________________________________
Phone ____________________________________________
E-mail ____________________________________________
Attendee 2
Position ____________________________________________
Phone ____________________________________________
E-mail ____________________________________________
Attendee 3
Position ____________________________________________
Phone ____________________________________________
E-mail ____________________________________________
Attendee 4
Position ____________________________________________
Phone ____________________________________________
E-mail ____________________________________________

Total Registration Fees Enclosed $ ____________________________
Sponsorship Amount Enclosed $ ____________________________
Total $ ____________________________

Payment Information

☐ Check ☐ Mastercard ☐ VISA ☐ American Express
Account # ____________________________________________ Exp. Date __________________

Name as it appears on card: __________________________________________________________________________

Payment must accompany registration. See next page for registration, cancellation and refund policies.

Registration Fees:

<table>
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<tr>
<th></th>
<th>Before Oct. 7</th>
<th>After Oct. 7</th>
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</thead>
<tbody>
<tr>
<td>Member</td>
<td>$ 250.00 US</td>
<td>$ 355.00 US</td>
</tr>
<tr>
<td>Non-Member</td>
<td>$ 400.00 US</td>
<td>$ 500.00 US</td>
</tr>
<tr>
<td>Public Agency</td>
<td>$ 225.00 US</td>
<td>$ 225.00 US</td>
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</tbody>
</table>

Special Rate: $ 150.00 US
One Day, Nov 8 – Seminar Only
Available to Public Agency, registrants only

Sponsorship Opportunity:

☐ My company will SPONSOR for $600.00 US
☐ We will need display space.
☐ We will not need display space.

☐ YES, I NEED A RECEIPT, PLEASE SEND TO:
☐ Fax _______________________________

Please return the completed registration form by October 7, 2011, with a check payable to ARRA for the total registration fees to: ARRA, #3 Church Circle - PMB 250, Annapolis, Maryland 21401. Phone 410-267-0023 • Fax 410-267-7546 • cerone@arra.org
REGISTRATION FEE: The registration fee includes the entire meeting and seminar, specifically: the reception Monday evening, a continental breakfast, 1 lunch, coffee breaks, and any hand-out materials.

REGISTRATION DEADLINE: AVAILABLE NOW!! MAKE YOUR RESERVATIONS EARLY! ARRA has negotiated a special room rate of $144.00 per night (subject to applicable occupancy tax and sales tax). In order to receive the group rate, you must make your reservation by October 7, 2011. Our room block is reserved on a first come, first served basis until it is gone, after which room reservations will be accepted on a space available basis. We strongly encourage you to make your reservations now.

HOTEL RESERVATIONS:
Hotel Name: Benson Hotel  
Hotel Address: 309 SW Broadway  
Portland, Oregon 97205 USA  
Fax: 503-471-3920  
Email: reservations@bensonhotel.com  
Web: http://www.bensonhotel.com/

Please mention that you are attending the Semi-Annual Meeting of the Asphalt Recycling & Reclaiming Association to get the pre-arranged group rate.

HOTEL: Check in time is 4:00 pm and check out time is 12:00 noon. Cancellations must be made 72 hours prior to scheduled arrival for deposit refund.

Facilities at the Benson include a 24-hour Business Center, 24-hour Executive Fitness Room, free wireless access in the lobby. Restaurants include: The Palm Court, the award winning London Grill and El Gaucho, Argentinean-inspired steakhouse.

PARKING: The Benson Hotel provides curbside valet parking services for $29 per night per vehicle for registered hotel guests. This includes unlimited in and out privileges. Meeting attendees not registered at the Benson pay a $5.00 per hour charge and a maximum charge of $29.00 per day. Rates are subject to change without notice.

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

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

<table>
<thead>
<tr>
<th>Cancellation received by:</th>
<th>Refund:</th>
</tr>
</thead>
<tbody>
<tr>
<td>October 24, 2011</td>
<td>100% minus $25</td>
</tr>
<tr>
<td>October 31, 2011</td>
<td>50% of registration fee</td>
</tr>
<tr>
<td>November 1, 2011, or later</td>
<td>No refund</td>
</tr>
</tbody>
</table>

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

SPONSORSHIP: For $600, your company will be recognized on signage at the meeting, listed as a meeting sponsor in the meeting program, highlighted in the ARRA Newsletter and will have 10 feet of exhibit space outside the meeting room.

FOR MORE INFORMATION: Contact the Asphalt Recycling & Reclaiming Association, #3 Church Circle – PMB 250, Annapolis, MD 21401, phone 410-267-0023, fax 410-267-7546, e-mail cerone@arra.org, www.arra.org.
Title: Mix Design Methods for Slurry and Micro Surfacing and Chip Sealing
Date: 11-3-2011
Duration: 90 Minutes
Presenters: Andy Bickford or Debbie Deep – MeadWestvaco Corp (Slurry and Micro Surfacing)
Larry Tomkins – Ergon Asphalt & Emulsions, Inc. (Chip Sealing)

Description: Mix designs are an integral part of the overall performance of slurry and micro surfacing and chip sealing. This webinar will illustrate the mix design process first for slurry and micro surfacing and then move into the same for chip sealing. Discussion for each treatment will include component material analysis, proportion optimization, performance testing, final formulation adjustments and recommendations.

For mix design of slurry and micro surfacing, there are several recommended sources, including ASTM D 3910, ISSA A-105 & ISSA A-143. In the lab, blending of the materials that are to be used in the field is done in varying proportions to select the proper formulation. Lab tests are conducted to ensure a slurry mixture that performs well during placement and under traffic. For chip sealing, there are procedures for determining the proper quantity of asphalt binder and cover aggregate. Material properties of the stone and asphalt are first obtained and then calculations and lab testing performed to determine the required quantities. Adjustments must be made to account for traffic volume, absorption of the binder into the existing pavement and cover aggregate, characteristics of the cover aggregate, etc.

- Slurry and micro surfacing mix design requirements and standard methods
- Chip sealing mix design requirements and standard methods
- Highlight each performance test and its purpose
- Discuss the importance of specified tolerances
- Emphasize importance of proportioning according to the job mix formula in the lab and later in the field
- Illustrate that failure to adhere to the mix design proportions will lend itself to performance issues

Title: Combining Preservation Treatments
Date: 11-10-2011
Duration: 90 Minutes
Presenters: Chuck Ingram – Slurry Pavers
Doug Ford – Pavement Recycling Inc.

Description: Straddled with limited budgets, agencies around the country are searching for the most cost-effective treatments to optimally address their wide array of pavement preservation and maintenance challenges. The combination of two or more traditional non-structural surface treatments to address specific types and levels of distress is increasing in popularity. An example of a combination surface treatment is a Cape Seal, which is a single-layer chip sealing followed by a slurry or micro surfacing. Besides following standard chip sealing and slurry and micro surfacing best practices and specifications, there are special considerations that need to be addressed because of the combination of treatments; cure time before the slurry, aggregate sizes, application rates, etc.

This webinar will discuss the use of several different combination preservation treatments that are now being widely used; cape seal, stress absorbing membrane interlayer, fog seal over chip sealing, surface treatments over crack treatments, etc. These tailored combination treatments provide a durable final surface as well as being a very cost-effective approach to improving the pavement condition. This session provides information on how to get the best possible results with these combination preservation treatments.

- Identify combination treatments
- Appropriate application of these combinations for optimal benefit
- Special considerations due to the combination of treatments
- Material selection and design
- Quality Control during construction
- Expected performance

Continued on page 80
ISSA Inspector’s Manual

Date: 11-17-2011
Duration: 90 Minutes
Presenter: Mark McCullough – Asphalt Materials, Inc.

Description: In 2010, the International Slurry Surfacing Association (ISSA) and the National Center for Pavement Preservation joined forces to update the ISSA Inspector’s Manual. This updated document serves as a valuable asset to agencies, consultants and inspectors who utilize slurry and micro surfacing on pavements and are responsible for their inspection and acceptance. The 120-page publication covers materials, mix design, equipment calibration in the field, sampling at the site, inspection responsibilities & procedures, safety, surface preparation, stockpiling procedures, problems that may occur, their potential causes, solutions to those problems and other suggestions. Referred to as MA-1 ISSA Inspector’s Manual, this publication can be ordered at www.slurry.org.

This webinar will cover the highlights of the new Inspector’s Manual by guiding participants through all phases of slurry and micro surfacing construction & inspection. Emphasis will be on illustrating the step by step procedures necessary for proper installation & oversight of projects. While not necessary to have the MA1 ISSA Inspector’s Manual during this webinar to follow the presentation and benefit greatly from the information discussed, it is highly encouraged to do so either before or after the webinar in order to have a quality reference manual.

- Slurry systems
- Materials & design
- Construction of treatments
- Calibration procedures
- Contract administration
- Problem solving
- Special situations

Register online at:

Scheduled Live Sessions

November 3, 2011
Mix Design Methods for Slurry Seal/ Microsurfacing and for Chip Seals - $85
90 minutes
Instructors: Andy Bickford or Debbie Deep – MeadWestvaco Corp. (Slurry Seal & Micro Surfacing)
Larry Tomkins – Ergon Asphalt & Emulsions, Inc (Chip Seals)

November 10, 2011
Combining Preservation Treatments - $85
90 minutes
Instructors: Chuck Ingram – Slurry Pavers
Doug Ford – Pavement Recycling Inc.

November 17, 2011
ISSA Inspectors Manual - $85
90 minutes
Instructor: Mark McCullough – Asphalt Materials, Inc.
ISSA Slurry Systems Workshop

January 24-27, 2012
Texas Station Hotel
Las Vegas, Nevada

Highlights

- Expert Instructors
- Classroom Instruction
- Hands on mix demonstrations
- State of the art equipment on display
- Outdoor live demonstrations for Micro Surfacing, Slurry Surfacing, Chip Seal and Crack Treatment

International Slurry Surfacing Association

#3 Church Circle - PMB 250
Annapolis, Maryland 21401
USA

Phone: 410-267-0023
Fax: 410-267-7546
E-mail: krissoff@slurry.org

www.slurry.org
# Master Calendar of Upcoming Events

## 2011

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
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<tbody>
<tr>
<td>Aug 30 – Sep 1</td>
<td>ARRA/FHWA Southeast States Recycling Conference - <a href="http://www.arr.org">www.arr.org</a></td>
<td>Sheraton Hotel Atlanta Airport, Atlanta, Georgia</td>
</tr>
<tr>
<td>Jul 17 - 21</td>
<td>AASHTO Subcommittee on Maintenance - <a href="http://www.transportation.org">www.transportation.org</a></td>
<td>Seelbach Hilton, Louisville, Kentucky</td>
</tr>
<tr>
<td>Sep 18 - 21</td>
<td>APWA Show - <a href="http://www.apwa.net">www.apwa.net</a></td>
<td>Colorado Conference Center - Denver, Colorado</td>
</tr>
<tr>
<td>Nov 7 – 8</td>
<td>ARRA Semi-Annual Meeting – <a href="http://www.arr.org">www.arr.org</a></td>
<td>Benson Hotel – Portland Oregon</td>
</tr>
<tr>
<td>Nov 14 – 15</td>
<td>AEMA Emulsion Technology Workshop - <a href="http://www.aema.org">www.aema.org</a></td>
<td>St. Louis Union Station Marriott – St. Louis, Missouri</td>
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## 2012

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<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>Feb 20 – 24</td>
<td>AEMA-ARRA-ISSA Annual Meeting</td>
<td>Hyatt Regency Coconut Point - Bonita Springs, Florida</td>
</tr>
<tr>
<td>Apr 1 – 5</td>
<td>NACE – <a href="http://www.naco.org">www.naco.org</a></td>
<td>Lexington, Kentucky</td>
</tr>
<tr>
<td>Aug 26 – 29</td>
<td>APWA – <a href="http://www.apwa.net">www.apwa.net</a></td>
<td>Indianapolis Convention Center – Indianapolis, IN</td>
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<tr>
<td>Oct 10 - 12</td>
<td>ISAET 2012 - Int’l Symposium on Asphalt Emulsion Technology <a href="http://www.aema.org">www.aema.org</a></td>
<td>Hyatt Crystal City - Crystal City, Virginia</td>
</tr>
<tr>
<td>Oct 28 – 29</td>
<td>ARRA Semi-Annual Meeting – <a href="http://www.arr.org">www.arr.org</a></td>
<td>St. Louis Union Station Marriott, St. Louis, MO</td>
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## 2013

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<tr>
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<tbody>
<tr>
<td>Feb 19 - 23</td>
<td>AEMA-ARRA-ISSA Annual Meeting</td>
<td>Renaissance Esmeralda Resort - Indian Wells, CA</td>
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## 2014

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<th>Event</th>
<th>Location</th>
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<tbody>
<tr>
<td>Feb 24 – 28</td>
<td>AEMA-ARRA-ISSA Annual Meeting</td>
<td>The Fairmont Turnberry Isle, Aventura, Florida</td>
</tr>
<tr>
<td>Mar 18 – 22</td>
<td>CONEXPO – <a href="http://www.conexpoconagg.com">www.conexpoconagg.com</a></td>
<td>Las Vegas, Nevada</td>
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## 2015

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<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
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<tbody>
<tr>
<td>Feb</td>
<td>AEMA-ARRA-ISSA Annual Meeting</td>
<td>Paris, France</td>
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## 2017

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<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
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<tbody>
<tr>
<td>Feb 14 – 17</td>
<td>AEMA-ARRA-ISSA Annual Meeting</td>
<td>Westin La Paloma, Tucson, Arizona</td>
</tr>
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</table>
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