Has it been a year already?
What have we been doing?

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

Just twelve months ago, I sat down to write a quick column summarizing the events of the 2011 AEMA-ARRA-ISSA-PPRA Board meetings in Annapolis. I said something about “Not quite Woodstock” and drew some cheap comparisons to that historic happening, with our dedicated representatives coming from far and wide for three days of immersion into everything pavement preservation and recycling related.

So here we are again and not much is different in terms of what to report. That sounds like a negative comment until you realize we had a lot going on a year ago and even more going on now! Unlike Congress (until recently), our members, our committees, our delegations are making things happen.

A new AEMA Recommended Performance Guidelines for Asphalt Emulsions, a new Basic Asphalt Recycling Manual and guidelines for ARRA’s disciplines, continuing updates to ISSA’s technical bulletins to be soon followed by our first guidelines for Chip Seal and Crack Treating, reports of AEMA’s first ever training session for the Asphalt Institute, talk of a new, bigger, better PPRA display at the 2013 World of Asphalt, a combined AEMA-ARRA-ISSA-PPRA 2013 Fall Meeting in Dallas (replacing the ARRA Semi-Annual Meeting and the AEMA workshop, while representing something new for ISSA), maybe a video of the demo at the 2012 Slurry Systems Workshop, FHWA’s IDIQ program and what it represents in opportunities for us to get some new projects done and bring some agency folks to our meetings, the FHWA-funded ISSA web-based training on our Inspectors Manual and Chip Seal Best Practices, to be followed soon we hope for programs based on AEMA’s Basic Asphalt Emulsion Manual and ARRA’s BARM, the 2015 World Congress in Paris (with AEMA, ARRA, ISSA, PPRA, ICPP, and IBEF), AEMA’s International Symposium on Asphalt Emulsion Technology in Crystal City, VA, October 10-12, 2012, and ARRA’s Semi-Annual Meeting in St. Louis (complete with Budweiser tour), October 29-30, 2012, big talk about our sponsorship of and participation in...
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PAVING ALL DAY. EVERY DAY.
Notes from Headquarters

Regarding the obituaries on pages 12 and 13, I met Ed Kirkwood and Bill Swisher in the mid-eighties when I first became involved with ARRA. Both were hugely devoted to ARRA, longtime supporters, and never afraid to speak their minds. Kirkwood represented the views of a relatively small contractor who wanted to see quality work, a team effort in promoting our causes, and fair play across the industry. There was no gray with Ed, everything was black or white, right or wrong, and no bs. He called ‘em like he saw them, and he drove the ARRA Board with clear direction and determination, and no ambiguity. I’ve always said Ed Kirkwood was the tallest-walking short man I’ve ever met. He never backed down from something he believed in but he was always open-minded enough to listen to all sides of an issue and make a well-informed recommendation or decision. While Kirkwood had a small presence and a big standing, Bill Swisher had a big presence, a booming voice, a strong (and usually correct) opinion, and the bully pulpit as owner of CMI Corporation, a major player in the early days of asphalt recycling. Bill faithfully came to ARRA Annual and Semi-Annual Meetings, he’d sit quietly in the audience, never missing a session, until he felt the need to speak up. He was our own E.F. Hutton; when Bill Swisher spoke, people listened. He once hosted a big ARRA reception at his home in Oklahoma City and could not have been more gracious, paying for all the food and drink, and even covering the cost of the busses to get us there. Bill was a strong influence, always a gentleman, and if memory serves, gave us Dick Lowell and Stu Murray, two other pillars of the ARRA community. We’re going to miss Ed Kirkwood and Bill Swisher.

Mike Krissoff
Executive Director

The TRB report S2-R26-RR-1, Preservation Applications for High-Traffic-Volume-Roadways published in 2011 as part of SHRP2 is now available.

The report discusses pavement preservation strategies and applications for cement concrete and asphalt pavements. While the emphasis is on high volume roads, information on low traffic volume pavements is included. You can find information here: http://www.trb.org/main/blurbs/165280.aspx
AEMA President’s Message

A Special Message from AEMA Vice President Mark McCollough, Asphalt Materials, Inc.

This is Mark McCollough, Vice President of AEMA, pinch hitting on the President’s message. Bucky Brooks is convalescing from heart surgery. I just received an email from Bucky and his recovery is moving along well and he is feeling better every day. He said his goal is to walk two miles a day and so far he has been able to do that while he rebuilds his strength. He will be out of commission for a few weeks. He is not on the phones or email yet; although I know it’s very difficult to stay away this time of year, it is better for his health. From all of us in the AEMA family, we wish him a full and speedy recovery. Bucky said one of his key goals is to continue to add value to the members of AEMA. We will try to carry on with that duty until he returns.

Like most of you, we are in the prime part of the season. So far it has been a hot and dry summer, good weather for construction. Outside of the hectic pace of day to day business, there is quite a bit going on elsewhere in the industry. Perhaps the biggest news is the passage of the Moving Ahead for Progress in the 21st Century Act. The highway bill provides funding for 2 years, $39.7 billion for 2013 and $40.3 billion for 2014. This is a slight increase over the current level of funding of $39.1 billion, all good news for the entire industry. It will give some certainty to the DOTs, affording them the ability to do some longer term planning, hopefully, letting go with some funding. This is also the first bill that AEMA, ARRA, and ISSA have taken an active role in shaping. All three associations teamed up through the FP2 and an advocacy firm, Williams and Jensen. Williams and Jensen spent the last several years, under our guidance, educating the legislators and their staff on the importance of pavement preservation. The result is a bill with language that is much more favorable to our industry. We are very grateful to Jim Moulthrop, the executive director of FP2, Inc., and the staff of Williams and Jensen.

The Foundation for Pavement Preservation (FP2, Inc.), also recently completed its strategic planning session. Several AEMA, ARRA, and ISSA representatives and Executive Director Mike Krissoff took part. One of the key issues identified is the next testing session at the National Center for Asphalt Technology, the pavement testing facility that operates in association with Auburn University. NCAT is planning on evaluating several pavement preservation techniques in its next evaluation session. FP2 strongly believes it is important that our Associations have a say in the planning and evaluation of these pavement preservation techniques. The Foundation is currently raising money to support this cause. FP2 members may be contacting you about a special donation. Please consider supporting this worthy cause. AEMA and ISSA are making an additional contribution to our annual support of FP2 for the NCAT test tract session.

The International Symposium on Asphalt Emulsion Technology (ISAET) is rapidly approaching. The event will be held on October 10-12, 2012, at the Hyatt Crystal City, Arlington, Virginia. Many AEMA members will be presenting and attending the conference. The conference is organized under the auspices of the International Bitumen Emulsion Federation, held in off years between the World Congress on Emulsions. The symposium encourages research and practice in the manufacturing, use, and performance of asphalt emulsions.

I hope you have a safe and productive season and look forward to seeing you at the 2013 Annual Meeting in Indian Wells, California.
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President’s Message
Patrick Faster, Gallagher Asphalt Corporation

Time certainly seems to have a way of moving more quickly when the season is on, and I hope this finds you all engaged in your areas of expertise at a great pace and with momentum building.

I am just returning from our joint AEMA-ARRA-ISSA-PPRA Board meetings in Indian Wells, California, the site of the 2013 Annual Meeting, and speaking of momentum building, there are certainly a lot of things cooking both long and short term for all three of the organizations.

Perhaps the closest is the upcoming National Pavement Preservation Conference taking place in Nashville, Tennessee - August 27th thru the 30th. The center has put forth a lot of effort and this may be their best splash yet in terms of the number of attendees and the breadth of the geographic area from which they are pulling. We will be represented there in numbers, and it has the makings of a great show.

Directly behind that is our annual ARRA/FHWA In-Place Recycling Conference being held in Ontario, California, September 11th thru the 13th. There is a strong possibility we may have all of our disciplines being demonstrated at this show, which would be a first. This is due to a tremendous effort on the part of CORE Chairman Don Matthews as well as others.

October brings the Semi-Annual Meeting for, but certainly not restricted to, ARRA members. The Semi-Annual Meeting is being held in St. Louis, Missouri - October 29th and 30th. Ryan Essex and company have put forth an extraordinary effort for the assembly of this gathering which should be on your list of MUST attends.

In my last message, I was hopefully just short of preaching the importance of stepping up and getting involved in the organization. On my flight back to Chicago, I was thinking to myself I wish our members could attend one of our Board meetings to see the number of topics that are being discussed, to get an idea of the thought and planning that goes into next year’s and the following years’ events. Our joint annual meeting being held in Paris, France in 2015; our ongoing work with FHWA to continue to move the recycling effort forward; the growth of PPRA and how it brings synergy to the 3 organizations (ARRA, AEMA and ISSA). Etc, etc, etc.

While it may not be possible for everyone to be involved by attending a Board meeting, perhaps the next best thing would be to consider assembling a one-day seminar in your area. This takes a phone call to ARRA’s office or mine, and you can see how extremely easy they can come together with minimal effort and expense. The latest Seminar I was involved with was in Effingham, Illinois, right smack in the middle of nowhere (200 miles South of Chicago). A few phone calls and a couple of bucks and Bingo! - 110 attendees. These are the grass roots type of things that grow this industry and will grow your business.

I have scanned some other messages from the President’s office and noted a common theme of interjection of that association president’s opinion of what’s going on in Washington. You’re not going to get that here. I’m pretty sure my opinion won’t help you, and my mother always said that, “if you don’t have anything nice to say - don’t say it”.

Election time certainly improves the odds to get something to happen, and I look forward to that.

To our existing members: I am available just about all the time. If you have issues, thoughts, ideas that you need to share, please do so. Anyone considering membership at our various levels, I am available to discuss as well. Either way please don’t hesitate to contact me.

Finally, best wishes for a speedy recovery to Bucky Brooks, my counterpart as AEMA’s president, who recently underwent surgery.

My best to all and wishing you a good and prosperous recycling and preserving season.
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The season is in full swing and I hope you are all busy with positive and maybe even profitable work. During this part of the year it is always interesting for the Board to get together and talk about industry and what ISSA is involved with. This June was certainly no exception. It was a very productive Board meeting at the Renaissance Esmeralda Indian Wells in Palm Springs, CA. The location was chosen because it is the site for our upcoming 2013 Annual AEMA, ARRA, ISSA Convention and all three Boards came together, individually and as a group, and the only thing hotter than Palm Springs in the summer, is the activity around the Pavement Preservation industry.

As many are aware, the National Pavement Preservation Conference in Nashville, TN will be August 27-30, 2012. This looks to be a fantastic boost for our industry and many thanks go to NCPP and FP2, Inc. along with everyone else involved with bringing such an event to us. If you are able to attend please stop by the ISSA or PPRA both and say hello, we will be there in full force.

As stated in the last Newsletter, ISSA is involved in great endeavors for our members. Work with the Federal Highway Administration for Web-Based Training Courses is on schedule. A request for proposal was presented by FHWA, to which ISSA, with the help of ISSA Executive Director Mike Krissoff and Harpers Enterprise, Inc. (HEI), provided a complete and comprehensive quotation. Along with this process is a detailed schedule that will require a great deal of time from our volunteer members involved. Their dedication is what makes this Association move forward and if any members are asked for assistance, please make an effort to help; it really takes a group effort. In the end we will have in-depth training courses on the ISSA Inspectors Manual as well as best practices in chip seal. It will not come easy but my faith in those involved is huge. In the end, quality work with quality inspection provided to an educated public is a win-win for everyone.

What I term as the “Big Three” committees (Slurry-Micro, Chip Seal, & Crack Seal), have been very busy. The Slurry-Micro is working to provide industry with a comprehensive analysis on current field testing for quality control. The analysis will take some time to put together and the group involved will no doubt be taxed in completing this project; however the results will be very beneficial to us all. As more develops I will provide details. Both the Chip & Crack Seal Committees have now submitted Recommended Performance Guidelines for editing. This will prove to be a perfect companion along side our A105 and A143 guidelines for Slurry Seal and Micro Surfacing. A heartfelt thank you to those involved, including the past committee members.

The work referred to in this Message is just some of what the ISSA is involved with presently. There is still a marketing effort with BMG Green to promote and educate the public on the sustainability of pavement preservation and our support of FP2, Inc. looks to gain proper wording to support our industry when a new Highway Bill is passed. The combined effort with the PPRA continues to be supported and is now being recognized as its own entity. All of the work that ISSA is involved with in supporting and promoting quality work within our industry requires a level of funding. After eleven years ISSA had to raise membership dues, this was difficult but necessary. The Board labors over a decision like this, knowing how involved the Association is and how much the funding is required, yet always keeping in mind that it is the Membership that drives the bus and without it, we would be unable to accomplish anything. I am thrilled to announce that our membership has not suffered, but in fact has continued to gain new companies. This is a great sign that ISSA is strong, and the strength motivates the members. At the next event you attend, shake the hand of a Committee or Board member and ask them what they are involved in, hopefully it will motivate you and maybe even entice you into becoming involved with one or more of our projects. It is a big world out there and we never turn down good help.

Before closing, I want to once again bring up our 2015 AEMA-ARRA-ISSA Annual Meeting in Paris, France. These combined meetings have proven to be a great partnership; what AEMA and ARRA bring to the table is immeasurable. AEMA-ARRA-ISSA Annual Meeting in Paris, France. These combined meetings have proven to be a great partnership; what AEMA and ARRA bring to the table is immeasurable. 2015 will mark the first group meeting in Europe and the support that is already growing is more than I imagined. This is going to be a fantastic event, start planning now, bring a spouse, bring a friend or bring the entire family; you won’t want to miss this one.

Finally, I was searching through a box of old photos and keepsakes to put together a small power point presentation for my dad on Fathers Day. While enjoying this little trip down memory lane, I came across a drawing my daughter made at the age of 5. It was her version of a slurry truck, and a good one at that, at the bottom, in a five year old’s writing, it simply said, “My Dad does slurry”. Vanessa is now 21 and I am very proud to say, “I still do slurry”. Thanks for allowing me to be your President, stay busy and stay safe.
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Has it been a year already? - Continued from page 1

this summer’s National Pavement Preservation Conference in Nashville, August 27-30, 2012, more press coverage than ever for ISSA through its relationship with BMG, more and more inquiries (more of which are about doing quality work and less about fixing problems), ARRA’s highly successful regional seminars, another manufacturers’ showcase at the 2013 annual meeting…

There is no doubt the synergies among the interests of AEMA, ARRA, and ISSA are working. The combined annual meeting continues to be a success by any and all measures. Perhaps an even better example is the recent passage of MAP-21. Not many will remember that it was at one of the first combined AEMA-ARRA-ISSA Spring Board meetings in Annapolis that we sat in one room as one body and discussed the future of the Foundation for Pavement Preservation. We took stock of the Foundation and came to realize that its original mission had been accomplished. That mission, essentially, was to make the term “Pavement Preservation” a household word in the industry and in government agencies far and wide. The question was, “What’s next for the Foundation?” If memory serves, it was this group of AEMA, ARRA, and ISSA Board members who identified legislation as the next focus area, and thus the Foundation for Pavement Preservation transformed into FP2, for Pavement Preservation, with the goal of getting the term “Pavement Preservation” into the next highway bill. AEMA, ARRA, and ISSA pledged to increase their financial support of FP2, and to encourage their members to do the same, and to make themselves available with time and expertise to assist a to-be-named advocacy firm in forming our message and getting it, with all attendant support and documentation, in front of and listened to by the right people. Pavement Preservation is specifically mentioned in MAP-21 (Moving Ahead for Progress in the 21st Century).

Now please go back up a paragraph and realize that none of these programs happens by itself. AEMA, ARRA, ISSA, and PPRA operate with a small staff, just three people. And while these three people ride herd on the administrative, logistical, and managerial tasks, it is the time, effort, and professional expertise of our involved members who turn these ideas into reality. The staff helps to open the doors, but it is up to the member volunteers to step through them. If something in that paragraph piqued your interest, or if you want to have a voice in the outcome of some of those publications or training programs, contact the appropriate committee and let him know you want to help out (see lists of committee chairs on pages 65, 70, and 74. And another good way to get involved and create some interest for your business is to band with a few other members in your area and put on a regional seminar. See article on page 24 for a review of ARRA’s “How to plan a regional seminar”. With travel restrictions in place, many agencies cannot travel to the AEMA Emulsion Technologies Workshop, or the ARRA Semi-Annual Meeting, or the ISSA Slurry Systems Workshop, but ARRA has had much success with regional seminars by bringing its message to the customer. AEMA and ISSA members can do the same, and you can all partner together for more.

Questions about any of the above? Please shoot me an email and I’ll get you an answer.

If it is not on your calendar already, circle August 27 – 30, 2012, and mark it must attend; see you in Nashville for the National Pavement Preservation Conference.

Notes from Headquarters - Continued from page 3

From the trade press:

California Asphalt Magazine – 2012 Asphalt Rehabilitation Issue
The City of Palm Desert Utilizes Cold Central Plant Asphalt Recycling on Citywide Resurfacing Project #752-10
Brian Hoover

Roads & Bridges – April 2012
Double Covered – ODOT tests enhanced chip seal on S.R. 20
A chip seal constructed on an existing flushed roadway has the potential to result in bleeding or flushing of the new chip seal.
Mark Russell, P.E.
Kevin Littleton, P.E. & Jeff Uhlmeyer, P.E. – Contributing Authors

Better Roads – July 2012
Cold in L.A.
CIR plus microsurfacing get the job done
Daniel Brown, Contributing Editor

Rocky Mountain HOT
For Colorado’s State Highway 141, CDOT goes with HIR
Daniel Brown, Contributing Editor

Better Roads – June 2012
Road Science – A special series, The Chemistry of Road Building Materials, Spreading the Wealth – Asphalt emulsions mix oil with water
Tom Kuennen, Contributing Editor

Better Roads – April 2012
Producing a 100-percent Recycled Surface Lift
Kirk Landers
Four types of TUFPADS® Track Pads, which one will you choose?

1. Polyurethane Street Pad
2. BLS Poly Bolt-On TUFPADS® Track Pads
3. TUFPADS BLUES™ Track Pads
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Ed Kirkwood

Edward C. Kirkwood, Sr., 75, of Woodstock, GA (formerly of Upper Burrell) passed away Monday, July 2, 2012 at Heritage Hospice, Marietta, GA. Born Nov. 3, 1936 in Kittanning, PA. He is survived by his wife Victoria, his four sons, Kevin Kirkwood of Woodstock, GA; Edward (Jean) Kirkwood Jr. of Fayetteville, GA; Michael (Paula) Kirkwood of Pine Grove, WV; Brian (Karin) Kirkwood of Poulsbo, WA; his daughter, Lori (Jon) Goodwin of Woodstock, GA; his six grandchildren, Ashley (Dwayne) Kirkwood-Gowen, Brian Kirkwood II, Jennifer Kirkwood, Lance Terrell, Joanna Kirkwood, Helen Marie Goodwin and Abigail Goodwin and two great grandchildren Wyatt Gowen and Kayla Gowen. He is also survived by his sister Mary (Roy) Arbuckle of Lower Burrell, PA and his brother Danny (Carol) Doumont of North Huntington, PA.

A US Navy Veteran, Ed served aboard the Destroyer Escort USS Carpellotti. He was a 1969 graduate of Pennsylvania State University, where he earned his degree in Civil Engineering. He was a Professional Engineer and Land Surveyor. He worked for M.M. Schaefer-Clairton Slag Co. of West Elizabeth PA; Swank Construction Co. of New Kensington PA; and retired from The Miller Group Inc., Morrow, GA.

Ed was an active member of the Asphalt Recycling and Reclaiming Association, serving as a Regional Representative for many years and as President in 1992.

Ed Kirkwood at the podium during the 1993 Annual Meeting in Tucson, Arizona

He enjoyed golfing, watching the Pittsburgh Steelers, Pirates, Penguins, and the Atlanta Braves and spending time with his family.

A Celebration of Life Service was held Saturday, July 7, 2012 at the Woodstock Funeral Home Chapel in Woodstock, GA. Interment was at Enon Cemetery in Woodstock.

Longtime ARRA Member Bill Swisher Passes Away in Oklahoma City

George William “Bill” Swisher, Jr. (81) passed away at home after a lengthy illness on May 31, 2012.

Born in Oklahoma City on August 18, 1930, to George William Swisher, Sr. and Mary Tipton Swisher Flanagan.

Bill attended school in alternate years between Oklahoma City and Lexington, Kentucky, where his mother resided. After graduating from high school, he enlisted in the Navy.

Bill served two years in the Korean War as a Petty Officer in the Second Naval Construction Battalion. During his service in the Navy, Bill invented a railroad car off loader, which became standard machinery for Naval Operations at the time.

After the war, Bill and his father purchased Wylie Stewart Machinery Company in Oklahoma City.

In 1964, Bill invented the “Autograde,” which changed the world’s method of paving roads. He proceeded on his own and founded CMI Corporation, which would become a leader in the manufacturing of road paving equipment.

Bill held over 50 patents registered in his name. On December 24, 1968, CMI publicly listed its stock on the American Stock Exchange and later listed on the NYSE. There was a time that CMI employed over 2,000 people globally. After 38 years, Bill retired as CEO and Chairman when CMI sold to Terex Corporation.

Bill was involved with many local and civic organizations in Oklahoma City. He had many corporate affiliations such as, director of TRIP (the road information program), Member Board of Trustees for the National Asphalt Paving Association Educational Foundation at Auburn University; Director and Executive Board Member of the American Road & Transportation Builder Association, the American Transportation Advisory Council; the International Road Federation; a board member of US Patent and Trademark Advisory Council and a member of the U.S. District Trade & Export Advisory Committee. Bill also received the following honors and awards: the Construction Equipment Hall of Fame (Inaugural Year), Oklahoma Commerce & Industry Hall of Fame, the Oklahoma County Pathmakers Award, and the Silver Hard Hat Award by the Construction Writers Association. Bill also received the Richard E. Lowell ARRA President’s Award in 2000.

Survived by his wife, Wanda Young Swisher; and children, George William Swisher III and wife Shelley, Thane Swisher and wife Jill, Kyle Mark Swisher and wife Michele, Stuart Ann Swisher and husband Michael F. McGehee, Kelly Swisher McLain and husband Charles, Lane Scott Swisher and wife Jennifer; and 14 grandchildren, along with his extended CMI family.

Funeral services were held at Westminster Presbyterian Church on Tuesday, June 5, 2012, with Interment at Rose Hill Burial Park.
Mr. Yoshitsugu Onishi (President of Toa Road Corporation), Chairman of JEAA

Questions should be directed to:

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Secretary General
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Pine Central Bldg. 4F
2-11-5 Kyobashi, Chuo-Ku
Tokyo 104-0031
JAPAN

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Fax         81-3-5159-8097
E-mail     info@jeaa.or.jp

Japan Emulsified Asphalt Association (JEAA)
Journal #186

Revision of Technical Brochure “Emulsified Asphalt”
Masakazu Sugawara, Technical Committee, JEAA

The 1st edition of JEAA technical brochure “Emulsified Asphalt” was published in 1996. Since then, this brochure has been widely accepted among the users as a comprehensive guidebook of emulsified asphalt. The 2nd edition was released in 2006 and the 3rd edition will be published this year.

In the 3rd edition, following subjects are newly added:

- Acute oral toxicity, fish toxicity and primary skin irritation in the section about the safety of emulsified asphalt
- Application as a protection of the binder course/sub-base course beneath porous asphalt pavement
- Application as a thin surface treatment (spraying type)
- Application as an injection into the joints between and under block pavement/slab

Also, the appreciable and effective work of each application is described in detail.

Outline of Bicycle Road in Korea
Jeong Hong Ki, ILWOO PPPC

One major policy of the Lee Myung-bak administration in Korea is the regeneration of the four longest rivers: Hang-gang, Geum-gang, Nakdong-gang and Yeongsan-gang. Recently, the construction of a bicycle road along the four rivers was completed. This 1,592 km road in total enables traveling the Korean peninsula longitudinally. This report introduces eight representative bicycle roads in Korea.

Introduction of Papers on 5th World Congress on Emulsion (2)
Overseas Documents Working Group, Technical Committee, JEAA

This is a series of brief introductions of papers from 5th World Congress on Emulsion. In this issue, the following paper is introduced: “Assessment of Bitumen for Micro Surfacing Emulsions” by Graziella Durand, Colas.

Introduction of Papers on 5th World Congress on Emulsion (3)
Overseas Documents Working Group, Technical Committee, JEAA

This is a series of brief introductions of papers from 5th World Congress on Emulsion. In this issue, the following paper is introduced: “Application of Bitumen Emulsions in Warm Asphalt for Roads” by Francisco Jose Barcelo Martinez, Antonio Paez Duenas, Alberto Bardesi Orue-Echevarria

Article from AEMA Newsletter

This is a Japanese translation of the article “Preparation for Surface Treatments”, which was originally published by AEMA Newsletter No. 3 in 2011.

High Permeable Thin Cold Mix Pavement as Sealer
Y. Nakamori, West Nippon Expressway Co., Ltd., Y. Kanega and Y. Matsushita, Toa Road Corporation

This is a test construction report of high permeable thin cold mix pavement, as an alternative of hot type sealing material. It consists of cement and asphalt mortar as conventional thin cold pavement mixture, but the permeability into the crack is improved. From permeability test result, this mixture showed excellent permeability, as it penetrated 10 mm or more into the crack. A follow-up survey is being conducted at present.
**Topics and JEAA News**

*Asphalt Emulsion production amount by JEAA members in February 2012 is shown below:

### Asphalt Emulsion Productions in February 2012 (t)

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<th>Mixing Type</th>
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<tr>
<td>Chugoku</td>
<td>5,963</td>
<td>1,346</td>
<td>1,216</td>
<td>8,525</td>
</tr>
<tr>
<td>Shikoku</td>
<td>3,574</td>
<td>729</td>
<td>317</td>
<td>4,620</td>
</tr>
<tr>
<td>Kyushu</td>
<td>13,046</td>
<td>3,263</td>
<td>1,754</td>
<td>18,063</td>
</tr>
<tr>
<td>Okinawa</td>
<td>1,600</td>
<td>0</td>
<td>102</td>
<td>1,702</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>95,369</strong></td>
<td><strong>33,838</strong></td>
<td><strong>14,996</strong></td>
<td><strong>144,203</strong></td>
</tr>
</tbody>
</table>

*90th Asphalt Seminar will be held in Tokyo on March 1-2, 2012. Mr. Masakazu Sugawara, Technical Committee of JEAA, made a presentation of “Revision of Technical Brochure “Emulsified Asphalt”.

*12th Road Pavement Conference in Hokuriku will be held in Nigata Prefecture on June 5-6, 2012. Conference theme is “Road Infrastructure for Safety and Reassurance”.

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2012 International Symposium on Asphalt Emulsion Technologies

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see page 35 or register at www.aema.org
What better way to celebrate an anniversary than an evening spent with a few old friends, good food and 50 years worth of memories to share. That is exactly what happened when more than eighty ISSA members and friends of ISSA did when they attended the 50th Anniversary Recognition Dinner on Wednesday, February 22, 2012.

**MENU**

**Appetizer**
Sugar Cane Skewered Shrimp, 
Roasted Cherry Tomato Salsa, Cilantro Oil
***

**Salad**
Spring BLT- Tender Mesclun Lettuce with 
Bacon Lardon and Farmed Beef Steak Tomato 
Freshly Made Bread
***

**Choice of Entree**
Harris Ranch All Natural Fillet of Beef, 
Spring Morel, Cognac Cream 
or
Gulf Grouper Fillet, Potato and Sage Crust, 
Spring Leek and Onion Fume 
or
All Natural Tanglewood Farms Chicken Breast, 
Grilled Pearl and Edamame Risotto, Leek Puree Sauce 
or
Vegetarian Option - Whole Wheat Pappardelle, 
Leek, Ramps and Arugula with Farmer’s Cheese

**Dessert**
Florida Sampler 
Key lime Pie, 
Passion Fruit Coconut Tartlet, 
Chocolate Fudge Triangle
***

Freshly Brewed Coffee, 
Decaffeinated Coffee and 
Hot Water For Tazo Tea Selections
ISSA Past Presidents took the podium once again ...

1980 - Fred Dabney, Slurry Pavers Inc.

1984 Tom Ritschel, Micro-Surfacing Inc.

1995 - Mike Buckingham, Colas Inc.

1985 - Jeff Reed, Valley Slurry Seal Company

2000 - Neil Guiles, Vestal Asphalt Inc.

2002 - Chris Anspaugh, Strawser Construction Inc.

2004 - Eric Reimschissel, American Pavement Preservation

2007 - Don Kaiden, Ballou Pavement Solutions Inc.

2008 - Alan Berger, Valley Slurry Seal Company

2009 - Andrew Crow, MeadWestvaco Corporation

2010 - Tim Harrwood, Vance Brothers, Inc.

A gathering of Past Presidents

Mel Bergkamp, Bergkamp, Inc., an ISSA member since 1983, shared a few thoughts

Bruce Benedict whose company Benedict Slurry Seal has been a member since 1967
2012 ISSA 50th Anniversary Recognition Dinner

Julie Buckingham, Colas, Inc.; Dixie Martin, Doug Martin Contracting Company Inc.; Tom and Debbie Ritschel, Micro-Surfacing Inc.

Don Kaiden, Ballou Pavement Solutions Inc. and Chris Anspaugh, Strawser Construction Inc.

Rich Francis, Southwest Slurry Seal; Eric Reimschiissel, American Pavement Preservation; Doug Martin, Doug Martin Contracting Company Inc.; Jeff Reed, Valley Slurry Seal Company

Guy Kenziora, Allan Mayhew and Matt Kennedy, McAsphalt Industries Limited
Reflections...

“During my term and others in the 1980’s, our industry had a tsunami change to Micro Surfacing from Slurry Seal. It was a fun, exciting time with new developments in emulsions, equipment and a ‘new and improved’ product to sell and market”.

Tom Ritschel
Micro-Surfacing Inc.
ISSA President 1984
Three Boards Meet in Indian Wells, California

AEMA BOARD OF DIRECTORS

Seated: Secretary/Treasurer Archie Reynolds, Norjohn Limited; Vice President Mark McCollough, Asphalt Materials Inc.; Director Hans Ho, Telfer Oil Company; Director Diane Franseen, H.G. Meigs, LLC

Standing: Executive Director Mike Krissoff, AEMA; Director Mark Ishee, Ergon Asphalt & Emulsions Inc.; International Member Representative Jean Claude Roffe, Colas SA; Director Craig Moore, Cleveland Asphalt Products; Supplier Member Representative James Andrews, BASF Corporation

ARRA BOARD OF DIRECTORS

Seated: Past President Bill Garrity, Garrity Asphalt Reclaiming, LLC; Executive Director Mike Krissoff, ARRA; Director John Irvine, Roadtec; Director & CORE Chairman Don Matthews, Pavement Recycling Systems

Standing: Director Terry Sharpe, Caterpillar Paving Products Inc.; Secretary/Treasurer Ryan Essex, Miller Paving Limited; Vice President Andrew Fox, InVia Pavement Technologies; Director Dale Cronauer, Blount Construction Co., Inc.; President Patrick Faster, Gallagher Asphalt Corporation; Director Donn Johnson, Asphalt Recycling Solutions Inc.; Director Tom Kiernan, Lafarge, Inc.

ISSA BOARD OF DIRECTORS

Seated: Immediate Past President W. Pierre Peltier, Terry Asphalt Materials; Vice President Christine Deneuvillers, Colas SA; Director Howie Snyder, Vance Brothers, Inc.; Director Larry Tomkins, Ergon Asphalt & Emulsions Inc.

Standing: Executive Director Mike Krissoff, ISSA; Secretary Rusty Price, Intermountain Slurry Seal Inc.; President Doug Ford, Pavement Coatings Company; Technical Director Bob Jerman, MeadWestvaco Corporation; Director Carter Dabney, Slurry Pavers Inc.; Director Rich Francis, Southwest Slurry Seal Inc.; Director Rex Eberly, Ballou Pavement Solutions
ISSA’s newest marketing tool is another beauty!

Developed by the ISSA Board of Directors and the ISSA Marketing Committee

Produced as a component of our industry awareness campaign, the four-page full color brochure touts the environmental benefits our applications represent.

ISSA’s Marketing Committee and Board of Directors all agree this new brochure is written in our words, the terms and practices that ISSA has been promoting for over 50 years. 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!

Congratulations to those ISSA members who took advantage of the Pre-Order opportunity for the new Smart Now & Tomorrow brochure.

Additional copies are available at www.slurry.org at the regular price.

BMG reports the following coverage as part of ISSA’s ongoing PR program:

- Government Buyer - Spring ‘12 - Green Aspects of Pavement Preservation Article
- Equipment Journal - 26 Mar. ‘12 - 2011 President’s Award Job Story
- Construction (ACP) - April ’12 - Green Aspects of Pavement Preservation PR
- Construction Equipment Guide (Midwest) - 14 April ’12 - Green Aspects of Pavement Preservation Article
- ForConstructionPros - 1 May ‘12 - 2012 Outlook PR
- Construction Business Owner (Online) - 10 May ‘12 - 2012 Outlook PR
CRACK SEALING IS THE MOST COST EFFECTIVE WAY TO PRESERVE PAVEMENT

Crafco sealants preserve pavement by recycling worn tires destined for landfills into their asphalt-rubber sealant. Recycled tire rubber is put back on the road again as high performance, long lasting, road saving crack sealants.

Compared to conventional sealants
Asphalt-Rubber Sealants are:

- Flexible
- Long lasting
- High Performance
- Economical

www.crafco.com
800-528-8242
420 N. Roosevelt Ave., Chandler, Arizona 85226, USA • Phone 602-276-0406 • Fax: 480-961-0513
Customers Can’t Come to You? Here’s How You Can Go to THEM!

Below is a template ARRA uses to help its members conduct local and regional seminars. It can easily be adapted for AEMA and ISSA members. We encourage all of you to find other AEMA, ARRA, and ISSA members near you and work together to plan more seminars close to home….

Asphalt Recycling & Reclaiming Association
Successful Steps to Producing a Seminar
and/or Promotion Presentation

The following template is designed to get you started on how to construct a successful seminar. Not everything will be necessary based on your venue, but none-the-less should be considered.

1. What need are you trying to fill?
2. What are you trying to accomplish?
3. What’s your message?
4. Who will receive it?
5. What’s your timeline?
6. Budget
   a. Target Registration Income – how many registrants & cost per registrant.
   b. Fixed
   c. Variable
7. Program Development
   a. Speakers
   b. Presentations – Hot Topics/ How To
   c. Length & Time of Program
   d. Flow of Presentations
8. Hotel or other Meeting Venue
   a. Food & Beverage
   b. Audiovisual Needs (what are speaker needs for presenting?)
   c. Room set-up and everything in it.
9. Printing materials
   a. Preliminary Program and Registration Information
   b. On-Site Program
   c. Speaker Notes & Handouts
   d. Presentations
   e. Signs
10. Getting the word out
    a. Website
    b. Newsletters
    c. Email
    d. Phone Calls
11. Registration Database & Roll Call:
    a. Name, Company, Address, Phone Number, Email Address, Payment Information
12. On-Site Considerations

ARRA Headquarters is available to you for any questions you may have at 410-267-0023 or Krissoff@krissoff.org
Stabilization Workshops in Chicago
Submitted by Tom Kiernan, Lafarge, Inc.

Midland Standard Engineering & Testing, Inc, McCleary Engineering and Lafarge North America, got their collective heads together and wrote a program focused on teaching the fundamentals of Subgrade Modification, Stabilization and Full-Depth-Reclamation.

The day long hands-on Workshop covered the principles of using Portland Cement, LKD and Class C fly ash in the stabilization disciplines.

The highlight of the day seemed to be the time spent in the lab working with Portland, Lime Kiln Dust and Class C fly ash treated soil and RAP samples.

Illinois DOT, County Highway Departments and Civil Firms have attended two of the workshops this year.

FDR Seminar in Brooklyn Park, MN - A Joint Effort by ARRA Members
Submitted by Tom Kiernan, Lafarge, Inc.

The PCA-North Central Region hosted forty-eight state, county, municipal, and consulting decision-makers at a Minneapolis/St. Paul area Full-Depth Reclamation (FDR) seminar last week.

Wayne Adaska, PCA; Dave Rettner, American Engineering Testing; and Tom Johnson, Midstate Reclamation; provided design, specification, and construction expertise.

A November 2011 FDR Forum generated one municipal and two county projects for this construction season and other projects are being programmed.
Twice this year within the Mid-west region, ARRA members and other industry leaders contributed their time, talent and resources to present In-Place Recycling seminars in Kalamazoo, MI and Effingham, IL.

The Kalamazoo event was presented February 9th at the Fetzer Center of Western Michigan University.

With an attendance of greater than 100, contractors, consultants, state and local agency affiliates gathered to participate in the conference. Topics that were presented included basic information as well as in depth case studies about Cold Milling, Hot In-Place Recycling, Cold In-Place Recycling, Full Depth Reclamation, Soil Stabilization and Micro Surfacing. An informative session on Asphalt Emulsion Best Practices, addressing compatibility guidelines and similar concerns for sealing-overlaying the recycled surfaces was presented by Marvin Exline of Road Science. Additionally, Steve Waalkes of the Michigan Concrete Association gave a well-received presentation on Roller Compacted Concrete. Sponsors for the Michigan event were LaFarge North America, Dunn Company, Wadel Stabilization, Asphalt Materials, Inc., Roadtec, Gallagher Asphalt, Caterpillar, Rock Solid Stabilization, BLS Enterprises, Inc., and S Drain Engineering of IL, LLC.

The Effingham event was held April 17th at the Effingham Knights of Columbus Hall. A total of 99 were in attendance for the conference that promised to reach a new audience of state and local agency members who eagerly awaited the adoption of new state specifications for the Cold In-Place Recycling and Full Depth Reclamation. Demonstrating the best of partnering, the Illinois Department of Transportation, prepared a presentation detailing the new specifications and also served as a sponsor for the conference, purchasing Basic Asphalt Recycling Manuals (BARMs) for all of the attendees. Sponsors for the Effingham event were also provided with space to set up table-top displays and to distribute literature.


Verbal feedback from both events indicated that the events were successful. It is our hope that events such as these will continue to be held in the future, increasing both the knowledge and the utilization of the recycling disciplines, while allowing our members to further exercise and share the mastery of their crafts.
Affiliate Member Terry McCleary, McCleary Engineering, covers the basics of testing for Soil Stabilization.

Attendees, gathered from six states, listened intently to the sessions offering new solutions for rehabilitation.

Contractor Member Neil Ryan, Mt. Carmel Stabilization Group Inc., shares his Stabilization secrets for success with the crowd.

Jim Schwarz of Dunn Company gives an overview of the CIR process.

Cumberland County (IL) engineer Ben Bland illustrates the value of recycling with his case study on County Highway 6.

John Replogle of Tazewell County (IL) reviews his portfolio of performance, presenting the case for more than 15 recycling projects that have been completed.

Dan Wegman of Road Science, gives an in depth explanation of the Full Depth Reclamation (FDR) process.

Jonathan Pease of Rock Solid Stabilization covers the full spectrum of the process in a case study review of a stabilization project.

Marvin Exline of Road Science tackles compatibility guidelines and emulsion best practices regarding surface treatments “after” the recycling is complete.
AEMA Awards Nominations Due by October 31, 2012

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 - Allyn 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
2012 - Mike Kelly

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 2013 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 the above lists 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
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 (          ) _______________________________

Basis for NOMINATION
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, 2012.
- Awards will be presented at the 2013 Annual
Meeting in Indian Wells, California.
- Please do not fax.

Office use only:
Committee Review _______________________
Board of Directors Approved ______________
Recipient notified _________________________
ARRA Awards Nominations Due by October 1, 2012

The Nominating Ballot for ARRA’s 2013 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, 2012. Our technical committees will review the ballots and supporting documentation during the Semi-Annual Meeting in St. Louis, Missouri, October 29 - 30, 2012, 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.

Questions? Call Mike Krissoff at (410) 267-0023. Please mail your submissions; do not fax!

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. Stensholt, 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)
Graham Zeisner, Regional Municipality Ottawa-Carleton (1992)
Curt Turgeon, Minnesota DOT (1993)
Robert L. Simmering, Muscatine County, Iowa (1994)
Robert L. Sembert, 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)
William H. Mathies, David Budd, Michigan DOT (2002)

**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)
Souri Amirani, City of Santa Ana, California (2011)
Amy Schoonover, P.E., City of Charlotte, Michigan (2012)

**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)
Joseph F. Peterson, PE, California DOT (2006)
Philip L. Koebelten, P.E., Cummins Engineering (2007)
Henry Hawkins, Chamber County, Alabama (2011)
Ken Longo, Manchester, Connecticut (2012)

**Soil Stabilization**

Tim Antley, Dennis Corporation (2008)
Michael Lemens, P.E., Kenosha, Wisconsin (2012)

**Hot In-Place Recycling**

Joseph C. Goldhammer, San Diego County, CA (1986)
Lewis M. Gurley, 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)
Peter Ragone, County of Suffolk, New York (1991)
Raymond S. Cachares, 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)
Cook County Illinois Highway Department (2011)
Orange County Public Works, Orange County, Florida (2012)

**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 DiRienzo, Venice, Florida (1990)
Papkin Hovasapian, City of Los Angeles, California (2001)

**General**

Wade Betenson, Utah DOT (1985)
Myron D. Calkins, City of Kansas of City, Missouri (1985)
George de Chellis, 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 Scrimsher, CALTRANS (1985)
David G. Snider, 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)
Thomas F. Hart, County of Ulster, New York (1988)
William E. Page, Alabama DOT (1990)
2013 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, 2012.

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, October 29 - 30, 2012, in St. Louis, Missouri.

4. Notice of Intent to Award will be issued to each approved nominee by the Executive Director in December 2012.

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, 2012. PLEASE DO NOT FAX.
The 2013 ISSA 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: 2013 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, 2012.

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

**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**

2012
Micro-Surfacing Inc.
Peoria, Illinois

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 Company, Inc.
Salina, Kansas

2002
CSR Emoleum
Port Adelaide, Australia

2001
Micro-Surfacing, Inc.
Peoria, Illinois

CSR Emoleum
Port Adelaide, Australia

**ISSA**

#3 Church Circle - PMB 250
Annapolis, MD 21401
USA
ATTN: Awards Committee
Board Proposed Amendments to AEMA Bylaws

During its meeting on June 19 – 20, 2012, the AEMA Board of Directors approved the following changes to the AEMA Bylaws. These changes must be ratified by the membership during the 2013 Annual Meeting. The Board also eliminated the AEMA Nominating Policy because it was made redundant by these Bylaws changes.

CURRENT:
Article IV Composition of the Board. 2. Composition of the Board. The Board of Directors shall consist of ten member representatives, at least six of whom shall be North American Manufacturer members, at least one of whom shall be an International member, and at least one of whom shall be a Supplier member.

PROPOSED:
Article IV Composition of the Board. The Board of Directors shall consist of ten member representatives, at least six of whom shall be North American Manufacturer members, at least one of whom shall be an International member, and at least one of whom shall be a Supplier member. In addition to the ten directors referenced above, the immediate past President shall serve as an ex officio member of the Board of Directors. His term will continue until the next president qualifies as the immediate past President. The immediate past President will have the right to vote only in the event of a tie vote on the Board.

CURRENT:
Article IV Election and Term of Office. The AEMA Board of Directors shall be elected by an email ballot distributed to all paid voting members no later than 60 days prior to the Annual Meeting and returned to AEMA Headquarters no later than 30 days prior to the Annual Meeting.

PROPOSED:
Article IV Election and Term of Office. The AEMA Board of Directors shall be elected to a one-year term by an email ballot distributed to all paid voting members no later than 60 days prior to the Annual Meeting and returned to AEMA Headquarters no later than 30 days prior to the Annual Meeting.
April 17, 2012

Mr. Chaz Weaver, PE, MEM
District Materials Engineer
VDOT – Staunton District
811 Commerce Road
Staunton, VA 24402

Re: VDOT I-81 Pavement Recycling Project

Dear Mr. Weaver:

The Asphalt Recycling & Reclaiming Association (ARRA) came into being in 1976. Since that time, our members have worked tirelessly to build the industry, advance the technology, promote quality control and quality assurance, publish guideline specifications, and putting all competitive concerns aside, do what needed to be done to gain acceptance for the processes we represent.

To see these efforts come together in the VDOT I-81 In-Place Pavement Recycling Project is most gratifying, indeed. Your colleague, Dr. Brian Diefenderfer, PE, gave a detailed and well-received presentation of the project during the ARRA Annual Meeting a few months ago, and Roads & Bridges Magazine Editor Bill Wilson presented an ARRA/Roads & Bridges Recycling Award to representatives of prime contractor and ARRA member Lanford Brothers in recognition of the project’s successful completion.

We are especially proud of Lanford Brothers as well as other ARRA member companies involved with I-81, including subcontractors Slurry Pavers, Inc., and Reclamation, Inc., and equipment manufacturer Wirtgen.

We like to think that ARRA’s determination over the years helped support VDOT’s decision to specify this project using our proven methods, and we commend the agency on a job very well done.

On behalf of the membership of the Asphalt Recycling & Reclaiming Association, I heartily endorse the nomination of the VDOT I-81 In-Place Pavement Recycling Project in the AASHTO America’s Transportation Awards (Small Project/Best Use of Innovation category).

Sincerely,

Michael R. Krissoff
Executive Director

ARRA supports VDOT’s nomination of their I-81 Pavement Recycling Project for this year’s AASHTO America’s Transportation Awards (Small Project/Best Use of Innovation) category.
Call for Papers

AEMA 40th Annual Meeting
ARRA 37th Annual Meeting
ISSA 51st Convention

The AEMA-ARRA-ISSA Program Committee is already hard at work on the upcoming meeting at the Renaissance Esmeralda Resort – Indian Wells, California, February 19 – 23, 2013. They are actively seeking presentations from the membership 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

Andrew Fox, ARRA  
andrew@invia-tech.com

Rusty Price, ISSA  
rusty.price@gcinc.com

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.

2012 International Symposium on Asphalt Emulsion Technology
REGISTRATION INFORMATION & PRELIMINARY PROGRAM SCHEDULE

Manufacturing, Application, and Performance
October 10 - 12, 2012
The Hyatt Regency Crystal City Hotel
Arlington, Virginia
www.aema.org

Endorsed by:

International Bitumen Emulsion Federation (IBEF)
Asphalt Institute
THE SYMPOSIUM

Organized under the auspices of the Asphalt Emulsion Manufacturers Association (AEMA) and the International Bitumen Emulsion Federation (IBEF), this symposium, spawned by the “First World Congress on Emulsions” held in Paris, France, October, 1993, is the fifth in a series of symposiums dedicated to the international asphalt emulsion industry. As with the World Congress on Emulsions, these symposiums will be held at four year intervals.

SCOPE

The symposium will embrace research and practice with respect to manufacturing, use and performance of asphalt emulsions. The 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.

The 3-day technical program will build on the strong traditions established by the First World Congress on Emulsions. Topics may include but are not limited to the following:

MANUFACTURING

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

PERFORMANCE

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

USE

- Analysis
- Design Criteria
- Material Properties/Developments
- Mixture Design
- Rehabilitation Design
- Characterization of Soils, Granular Materials, and Asphalt
- Laboratory Field Testing
- Influence of Construction on Design and Performance
- Quality Control and Assurance/Quality Initiative
- Advances in Technology for Mixing and Applying Materials
- Use of End Product Specifications/Innovative Contracts
- Recycling Issues
2012 International Symposium on Asphalt Emulsion Technology

Asphalt Emulsion Manufacturers Association
October 10 – 12, 2012
The Hyatt Regency Crystal City Hotel
Arlington, Virginia

ISAET ‘12
PRELIMINARY PROGRAM
(subject to change without notice)

Wednesday, October 10, 2012
8:00 am - 1:00 pm AEMA Board of Directors Meeting
10:00 am - 12:00 pm IBEF Board Meeting
1:00 pm - 5:00 pm Session I
6:00 pm - 8:00 pm ISAET ’12 Opening Reception

Thursday, October 11, 2012
7:00 am - 8:00 am Continental Breakfast
7:00 am - 8:00 am AEMA International Technical Committee Meeting
8:00 am - 12:00 pm Session II
12:00 pm - 1:30 pm Luncheon
1:30 pm - 5:00 pm Session III
6:00 pm - 8:00 pm Reception

Friday, October 12, 2012
7:00 am - 8:00 am Continental Breakfast
8:00 am - 12:00 pm Session IV

REGISTRATION HOURS

Wednesday, October 10, 2012  9:00 am - 6:00 pm
Thursday, October 11, 2012  7:00 am - 5:00 pm
Friday, October 12, 2012  8:00 am - 12:00 pm

EXHIBIT HOURS

Wednesday, October 10, 2012  7:00 am - 12:00 pm Set-Up
1:00 pm - 8:00 pm Exhibits Open
Thursday, October 11, 2012  7:00 am - 8:00 pm Exhibits Open
Friday, October 12, 2012  7:00 am - 12:00 pm Exhibits Open

Language for the conference will be English, and units will be metric only.
2012 International Symposium on Asphalt Emulsion Technology

Asphalt Emulsion Manufacturers Association
October 10 – 12, 2012
The Hyatt Regency Crystal City Hotel
Arlington, Virginia

PRELIMINARY LIST OF SPEAKERS

Versatile Emulsions from a Variety of Emulsifier Technologies
Marcela Balige, YPF, SA - Buenos Aires

Emulsified Asphalt Mixes: Emulsified Asphalt Concrete Assessment and Design
Abdelatif Belkahia, Colas - France

Thermal and Visco-Elastic Analysis of Various Asphalt Grades to Understand Emulsion and Asphalt Concrete Properties
Irina Cotiuga, Latexit - Netherlands

Blending of Binder from Reclaimed Asphalt Pavement with Virgin Binder in Lab-Made, Emulsion-Based, Cold Recycled Mixtures
Everett Crews, Mead Westvaco - USA

A Study of the Friction Characteristics of Micro Surfacing Mixtures
John D’Angelo, D’Angelo Consulting, NCAT, Paragon Technical Services, Inc. - USA

Emulsified Asphalt Mixes: Grave-Emulsions Assessment and Design
Frederic Delfosse, Eurovia - France

Formulation of Emulsions for Micro Surfacing Applications
Bernard Eckmann, Eurovia - France

Emulsified Asphalt Mixes: Overview of the Emulsified Asphalt Mixes in France
Bernard Eckmann, Eurovia - France

Measuring Surface Tack of Modified Asphalt Binders and Emulsion Residues Using a Dynamic Shear Rheometer (DSR)
Christine Gorsuch, Blacklidge Emulsions, Inc - USA

The Development of a Mix Design for Bituminous Emulsion Full Depth Reclamation Mixtures
Robert Hill, University of Arkansas - USA

A Simple Field Test to Determine Return to Traffic on Full-Depth Reclamation and Cold In-Place Recycling Projects
Robert Hill, University of Arkansas - USA

Particle Stabilized Bitumen Emulsions and Their Residues
Alan James, Akzo Nobel - USA

Dense Cold Mix With 100% RAP: A Case Study in the South of France
Eric Jorda, Arkema - France

A Novel Design Method for Slurries and Micro Surfacing in South Africa
Morne Labuschagne, Colas South Africa - South Africa

Emulsions in the World 2012
Etienne le Bouteiller, IBEF - International

Development of Micro Surfacing for High Traffic in Thailand
Michel Lenfant, Tipco Asphalt - Thailand

Advanced Emulsions Produced Using a New Bio-Stabilizer
Bert Jan Lommerts, Latexit - Netherlands

Specialty Bituminous Emulsions and Sustainable Pavements
John Lysenks, Fulton Hogan Industries - Australia

Social Media and the European Road Initiative
Siobhan McKelvey, Nynas - United Kingdom

Bitumen Emulsions in Sprayed Seals: Experience and Current Best Practice in South Africa
J. Muller, Sasol - South Africa

Analyzing Main Parameters of Asphalt According to Specific Weight of River Resource Materials
Negar Ravaf, Tehran University - Iran

Emulsion Residue Recovery by Vacuum Oven Method
Gerald Reinke, Mathey Technology and Engineering, Inc., Paragon Technical Services, Inc. - USA

Emulsified Asphalt Mixes: Common Points, Advantages, Particularities, Drawbacks
Jean Pierre Serfass, SFERB - France

Emulsion Asphalt Mixes: Proposed Mix Design Method and Performance-Based Specifications
Jean Pierre Serfass, SFERB - France

The Cold Asphalt Emulsion Mixes with Modifying Additives, Evaluation and Forecasting of the Curbing Time
Pavel Vavilov, Belarus Road Science Research Institute - Belarus
**MEETING REGISTRATION FORM**

Name ____________________________________________________________

Nickname for Badge ___________________________________________________________________________________________

Company __________________________ Company Address ______________________________________________________________________________________

City ______________________________________ State _________ Zip ___________ Country __________________

Telephone (___ ) _________________ E-Mail _______________________________________________

**FEES**

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<tr>
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<tr>
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Total Registration Fees Enclosed $________________________

**SPONSORSHIP OPPORTUNITIES**

All ISAET ‘12 Sponsorships include a 6-foot tabletop display space and symposium registration for one person.

- Exhibit Only $1,500.00
- Wednesday Reception $5,000.00
- Thursday AM Break $2,500.00
- Thursday Breakfast $3,000.00
- Thursday Luncheon $5,000.00
- Thursday PM Break $2,000.00
- Thursday Reception $5,000.00
- Friday AM Break $2,500.00
- Friday Breakfast $3,000.00
- Friday Reception $5,000.00

Total Fees Enclosed $________________________

*All fees are shown in US Dollars. Payment must accompany registration. See elsewhere for registration, cancellation and refund policies.*

Please indicate payment method:

- Check
- Mastercard
- VISA
- American Express

Account # ___________________________________ Expiration Date ________________

Name as it appears on card ____________________________________________

Signature ____________________________________________

Contributions or gifts to AEMA are not deductible as charitable contributions for federal income tax purposes; however, dues, publications, advertising, and registration fees are generally deductible as ordinary and necessary business expenses. Check with your accountant.

Make check payable to AEMA

FEDERAL TAX ID # 52-0990874

Please return the completed registration form by September 11, 2012, with a check payable to AEMA for the total registration fees to: ASPHALT EMULSION MANUFACTURERS ASSOCIATION, #3 Church Circle - PMB 250, Annapolis, Maryland 21401. Fax: 410-267-7546
REGISTRATION & HOTEL INFORMATION

REGISTRATION FEE: Includes two receptions for all Symposium registrants Wednesday and Thursday evenings, continental breakfast and a luncheon on Thursday, continental breakfast on Friday. Also included: coffee breaks, various handouts, and a copy of the Proceedings on a USB Drive.

HOTEL ACCOMMODATIONS: You can make arrangements for a hotel room by contacting the Hyatt Regency Crystal City at Reagan National Airport Hotel by telephone at 703-418-1234 or toll free at 800-233-1234. The hotel’s cut-off date for room reservations is September 11, 2012, after which it will release any unreserved rooms from our block. Therefore, if you wish to stay at the Hyatt Regency Crystal City, it is imperative that you submit your registration forms to AEMA and make your room reservation prior to that date. After September 11, it will be difficult, if not impossible, to secure additional room reservations at the Hyatt Regency Crystal City Hotel. Room rates are $249.00 plus tax, single or double. In order to receive our special conference room rates, you must mention affiliation with the Asphalt Emulsion Manufacturers Association when making reservations by telephone.

HOTEL ADDRESS & TELEPHONE, INFORMATION: The Hyatt Regency Crystal City at Reagan National Airport is located at, 2799 Jefferson Davis Highway, Arlington, Virginia 22202, telephone 703-418-1234 or toll free at 800-233-1234. The Crystal City hotel is perfectly positioned to allow easy access to the entire DC area, with a complimentary shuttle to the airport. You can visit monuments and museums, take in a show or a game, or tour historical sites, all just minutes away. Within the updated hotel in Crystal City, you’ll discover expansive meeting and exhibit spaces, award-winning dining and inviting new guestrooms with stunning views. Enjoy the perfect combination of luxury and convenience at the welcoming Crystal City Virginia hotel.

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. Payment must be made to AEMA via check or money order, in US Funds or by Visa, Mastercard or American Express Credit Card drawn on a US Bank.

CANCELLATIONS: Notification must be received by AEMA headquarters if you have registered for the symposium 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>
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<tr>
<td>October 4, 2012 or later</td>
<td>No refund</td>
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“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 the Hotel Reservation Form to the hotel no later than September 11, 2012. After that date, we cannot guarantee hotel reservations at the Hyatt Regency Crystal City; space available will apply.

GENERAL INFORMATION: Please call (410) 267-0023, fax (410) 267-7546 or write to AEMA Headquarters, #3 Church Circle, PMB 250, Annapolis, Maryland 21401 if you have any questions or concerns. You may also e-mail krissoff@aema.org or visit www.aema.org.

EXHIBIT/SPONSORSHIP OPPORTUNITY: (See registration form) Your company will be recognized on signage at the symposium, listed as a symposium sponsor in the final program, highlighted in the AEMA Newsletter and your company logo will appear on the symposium CD. AEMA will also provide you with a 6-foot tabletop display space outside the symposium meeting rooms. The exhibit/sponsor fee includes one registrant at no additional charge. For more information, please contact Mike Krissoff (410) 267-0023 or krissoff@aema.org.
2012 International Symposium on Asphalt Emulsion Technology

Asphalt Emulsion Manufacturers Association
October 10 – 12, 2012
The Hyatt Regency Crystal City Hotel
Arlington, Virginia

NOTES ________________________________________________________________

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*Countries represented at ISAET ‘08
Australia • Brazil • Bulgaria • Canada • China • Colombia • France • Germany • Israel • Mexico • The Netherlands • New Zealand • Russia • Spain • Sweden • UK • USA

Asphalt Emulsion Manufacturers Association
#3 Church Circle – PMB 250
Annapolis, Maryland 21401
USA

www.aema.org

Telephone 410-267-0023
Fax 410-267-7546
Email krissoff@aema.org
Meetings - Seminars - Webinars - Workshops

Asphalt Recycling & Reclaiming Association

“We wrote the book on Asphalt Recycling”

Promoting Asphalt Recycling & Reclaiming since 1976

Semi-Annual Meeting
Registration

October 29 - 30, 2012
St. Louis Union Station Marriott
St. Louis, Missouri

www.arra.org

ARRA is part of the Pavement Preservation & Recycling Alliance
ARRA 2012 SEMI-ANNUAL MEETING
October 29 – 30, 2012
St. Louis Union Station Marriott
St. Louis, Missouri

PRELIMINARY PROGRAM*
(Subject to change without notice)

Sunday, October 28

2:00 pm – 6:00 pm  ARRA Board of Directors Meeting

Monday, October 29

7:00 am – 4:00 pm  Registration
7:00 am – 12:00 pm  Exhibit Set-Up
8:00 am – 10:00 am  ARRA Board of Directors Meeting
10:00 am – 12:00 pm  CORE Executive Committee Meeting (by invitation)
10:00 am – 12:00 pm  Supplier Members Meeting
1:00 pm – 2:00 pm  ARRA Business Meeting

President’s Remarks
Patrick Faster, Gallagher Asphalt Corporation

Executive Director’s Report
Mike Krissoff, ARRA Executive Director

2013 Annual Meeting
Ryan Essex, Miller Paving Limited

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

CORE Activity Update
Don Matthews, Pavement Recycling Systems Inc.

2:00 pm – 5:00 pm  ARRA Technical Discipline Sessions
Cold Planing
Greg Bruhin, Garrity Asphalt Reclaiming

Cold Recycling
Trevor Moore, Miller Paving Limited

Full Depth Reclamation/Soil Stabilization
Kimbel Stokes, The Miller Group, Inc.

Hot In-Place Recycling
Patrick Faster, Gallagher Asphalt Corporation

5:00 pm – 5:15 pm  Board Buses for ARRA Reception - Anheuser Busch Brewery Experience
5:15 pm – 8:30 pm  ARRA Reception - Anheuser Busch Brewery Experience & Tours
8:30 pm – 8:45 pm  Board Buses back to St. Louis Union Station Marriott
ARRA 2012 SEMI-ANNUAL MEETING
October 29 – 30, 2012
St. Louis Union Station Marriott
St. Louis, Missouri

Tuesday’s program begins at 8:00 am and continues until 4:00 pm. The program includes a heavy continental breakfast, lunch and two refreshment breaks.

The program content on Tuesday, October 30th, will focus on technical sessions and includes many well informed speakers. Those already confirmed include:

- Mike Pedigo, County Engineer – Mason County, IL
- John Anderson, County Engineer – Tazewell County, IL
- Salman Bhutta, Ph.D., P.Eng., Manager Pavements and Materials - exp Services Inc.
- Todd Waelterman, Director of the City of St. Louis Streets Department
- and many more…

Topics to be covered include:

- Asset Management Incorporating ARRA Processes
- CIR – A History of Success in Illinois
- Utilizing Value Engineering Proposals to Incorporate ARRA Processes
- Milling for Smoothness – Micro-milling and more
- Working with Consultants to Implement ARRA Processes into Design
- Utilizing Hot In-Place Recycling to Extend Your Pavement’s Life
- Full Depth Reclamation as a Tool to Heal Roads
- Sustainability Calculators – How to Use Them to Grow Your Business
- North American Research Initiatives Involving ARRA Processes
ARRA 2012 SEMI-ANNUAL MEETING
October 29 – 30, 2012
St. Louis Union Station Marriott
St. Louis, Missouri

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: ___________________________________________

Please return the completed registration form by October 8, 2012, 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 Fees:

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<tr>
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<tr>
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One Day, Oct 30 – Seminar Only
Available to Public Agency registrants only
Payment must accompany registration. See next page for registration, cancellation and refund policies.

Sponsorship Opportunity:

☐ My company would like to be a RECEPTION SPONSOR for $2,500.00
☐ My company will SPONSOR for $600.00
☐ We will need display space.
☐ We will not need display space.

☐ YES, I NEED A RECEIPT, PLEASE SEND TO:
☐ Email ________________________________
REGISTRATION FEE: The registration fee includes the entire meeting and seminar, specifically: the reception Monday evening, 2 continental breakfasts, 2 lunches, coffee breaks, and any hand-out materials.

REGISTRATION DEADLINE: AVAILABLE NOW!! MAKE YOUR RESERVATIONS EARLY! ARRA has negotiated a special room rate of $134.00 per night (subject to applicable occupancy tax and sales tax). In order to receive the group rate, you must make your reservation by October 8, 2012. 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: St. Louis Union Station Marriott
Hotel Address: 1820 Market Street
St. Louis, Missouri 63103 USA
Reservations: Toll free: 800-410-9914
Web: http://www.marriott.com/hotels/travel/stlus?groupCode=an1an1a&app=resvlink&fromDate=10/27/12&toDate=10/30/12

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.
Facilities at the St. Louis Union Station Marriott include outdoor pool, sauna fitness facility, Einstein Bagels, restaurant and lounge grill.

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:

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<td>October 22, 2012</td>
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<tr>
<td>October 23, 2012, or later</td>
<td>No refund</td>
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</table>

"No shows" will be charged the full registration fee. Substitutions may be made at any time by contacting 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 $2500.00 you can be a Reception Sponsor which includes all of the above and recognition throughout the meeting of your sponsorship of the transportation, tour and reception.

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.
Western States Regional In-Place Recycling Conference

Better, Faster, and Cost-Effective

What: A Conference on In-Place Recycling for State, Local and Federal Agency Officials, Academia, and Industry

Where: Radisson Ontario Airport Hotel
Ontario, California

When: September 11 - September 13, 2012

More information will be available at http://www.pavementpreservation.org/conferences/regional-in-place-recycling-conferences/
Western States
In-Place Recycling
Conference Information

What is the In-Place Recycling Conference?
The In-Place Recycling Conference is a Western States regional forum of pavement professionals representing State Agencies, Contractors, Suppliers, Consultants, Academia, Local, MPO’s and Federal Government Officials, all working together to take advantage of the synergy to be gained from sharing information and identifying common issues for further investigation. The Conference will provide 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.

When and where will the Conference be held?
The conference will be held in Ontario, California starting at 1 p.m. on Tuesday, September 11, 2012, and concluding at 12:30 p.m. on Thursday, September 13, 2012, at the Radisson Ontario Airport Hotel, 2200 East Holt Blvd., Ontario, California. There will be optional open forum In-Place Recycling roundtable discussion for those interested from 1:30 to 3:00 p.m. State Agency invitational travelers should not make lodging or flight reservations, but should contact the NCPP for further information. Other registrants can make room reservations directly by contacting the hotel at (800) 333-3333 use the group code “In Place Recycling”. The cut-off date for the reduced rate of $85.00/night is August 27, 2012.

Who Should Attend?
State Agencies, Contractors, Suppliers, Consultants, Academia, Local, MPO’s and Federal Government Officials interested in sustainable cost-effective and long lasting alternatives.

Site Visit?
On Wednesday afternoon we will visit In-Place Recycling projects. The field trip provides firsthand understanding of the flexibility, sustainability, and economy of in-place recycling. As an added bonus this year we will stop at a recycling facility that will provide the opportunity to see other state of the art recycling and pavement preservation processes and equipment up close. Transportation with meals and refreshments are included with conference registration. We are limited on the number of people for the site visits, so please register early.

How do I Register for the In-Place Recycling Conference?
Please complete the attached meeting registration form and fax or mail to the address indicated on the form by August 27, 2012. All registrations include breakfasts, break refreshments, and lunches starting Tuesday at 1 p.m. through Thursday morning.

Sponsorship Opportunities?
Sponsorship Opportunities are available, levels and benefits are listed below.
- Silver Sponsor — $1,500
  Acknowledged in brochure, one booth space at conference and one meeting registration
- Gold Sponsor — $3,000
  Acknowledged in brochure, one exhibit space at conference, exhibit space or demo opportunity
  at field/equipment show, recognition as a co-sponsor of conference break, special recognition on web-site
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  recognition on web-site and four meeting registrations.

Additional sponsorship opportunities are also available, please contact Patte Hahn at (517)432-8220
Western States In-Place Recycling Conference Registration

REGISTRATION FORM
Please detach and mail or fax before August 27, 2012 to:

Western States In-Place Recycling Conference
National Center for Pavement Preservation
2857 Jolly Road
Okemos, MI 48864
(517) 432-8220 FAX (517) 432-8223

NAME: _____________________________________________________________________
TITLE: _____________________________________________________________________
AGENCY/COMPANY: ________________________________________________________
MAILING ADDRESS:  _________________________________________________________
CITY: _________________________________________ STATE: _____ ZIP: ____________
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EMAIL: __________________________________________________________________

Please Indicate if you will be attending the field trip    ______ yes    ______  no

Invitational Attendees (State Agencies and Speakers):
Conference registration for invited attendees $0.00 ______

State /Local/Federal Agencies:
Reduced Rate Conference registration fee for additional State/Local Agency Employees (Scholarships are available for local members needing financial assistance. Please contact us by July 15, 2012) $100.00 ______

Industry (Contractors, Suppliers & Consultants):
Sponsorship Benefits listed on prior page
Silver Sponsorship of the meeting meeting attendees name $1,500.00 ______
Gold Sponsorship of the meeting 2 meeting attendees names $3,000.00 ______
Green Sustaining Sponsor of the meeting - two booths 4 meeting attendees names $5,500.00 ______
Additional Sponsoring Industry Attendees Registration Fee $250.00 ______
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TOTAL DUE $ ______

Payment Methods:
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_____ or bill my Credit Card
Credit card number ____________________________ Expiration date ____________
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Asphalt Recycling & Reclaiming Association
39th Annual Meeting

International Slurry Surfacing Association
53rd Annual Meeting

2nd International Conference on Pavement Preservation

6th World Congress on Emulsion

Preliminary plans are well under way and Committees are hard at work with plans to make this meeting productive, informative and memorable!
FHWA Launches Online Policy and Guidance Center

Looking for up-to-date policy, legal, and guidance documents issued by the Federal Highway Administration (FHWA)?

The new online Federal-Aid Highway Program Policy and Guidance Center (PGC) is your one-stop shop (www.fhwa.dot.gov/pgc).

Users can browse documents by category, such as policy, guidance, legislation, and regulation, or topically by discipline, including construction, design, operations, pavement and materials, safety, and structures. Searchable cross-discipline topics include delegations of authority and policy information. Visitors can also look for documents using a cross-referenced, keyword search engine. A “What’s New” feature highlights recently posted documents and guidance.

To learn more about the PGC, consult the site’s “Quick Guide to the Center” and “User’s Manual,” which includes a list of Frequently Asked Questions. To start using the PGC’s many resources, visit www.fhwa.dot.gov/pgc

FOCUS May 2012

Highway Users Alliance Applauds Passage of MAP-21

WASHINGTON, DC - The American Highway Users Alliance congratulates the leadership and Members of the U.S. House of Representatives and U.S. Senate on the overwhelming passage of the 27-month highway bill, MAP-21 (Moving Ahead for Progress in the 21st Century). The bill passed the House by a vote of 373 to 52 and the Senate by a vote of 74-19. President Obama is expected to sign the bill into law.

Highway Users President & CEO Greg Cohen commented:

“Passage of the highway bill is a tremendous victory for the public and the highway users who fund the Highway Trust Fund. The bill restores public trust in the ability of Congress to make needed reforms in a bipartisan, bicameral fashion. MAP-21 consolidates the number of highway programs by focusing on areas of national interest like interstate com-

merce. The bill also streamlines project delivery by reducing the regulatory burdens that delayed major highway and bridge projects and increased their cost. The bill also focuses more funding for road and roadside safety investments, which will save thousands of lives. MAP 21 contains no earmarks.”

The American Highway Users Alliance represents motorists, RV enthusiasts, truckers, bus companies, motorcyclists, and a broad cross-section of businesses that depend on safe and efficient highways to transport their families, customers, employees, and products. Highway Users members pay the taxes that finance the federal highway program and advocate public policies that dedicate those taxes to improved highway safety and mobility.

NOTE: AEMA, ARRA and ISSA are supporters of the American Highway Users Alliance.
Take a fresh look at transportation asset management with the Federal Highway Administration’s (FHWA) new and improved Asset Management Web site (www.fhwa.dot.gov/asset).

Asset management provides a framework to improve performance on a long-term basis. It also enables transportation agencies to preserve their assets, minimize their whole-life costs, and operate in a financially sustainable manner.

The new site features the information you need to make asset management a reality for your organization, with sections on everything from publications and training to resources and useful contacts.

Also highlighted are current FHWA asset management projects.

Publication categories include general asset management, bridges, pavements, safety, operations, management systems, and case studies. Among the newly added publications are Bridge Management Practices in Idaho, Michigan, and Virginia (Pub. No. FHWA-IF-12-029) and Executive Brief: Advancing a Transportation Asset Management Approach (Pub. No. FHWA-IF-12-034).

Training options include a list of courses and workshops offered by FHWA and the FHWA National Highway Institute (NHI), including Transportation Asset Management (NHI Course No. 131106), Economic Analysis for Highway Decision Makers Workshop, Pavement Management Systems: Characteristics of an Effective Program (NHI Course No. 131116), and Fundamentals of Life-Cycle Cost Analysis. Also listed are upcoming conferences and other events.

Visitors to the Resources section can find guidance documents, recordings and presentations from asset management Webinars, videos, details on software programs, information on Transportation Asset Management Plans, and a list of frequently asked questions. Links to other useful information include Web sites for the American Association of State Highway and Transportation Officials (AASHTO) Subcommittee on Asset Management, Transportation Research Board Asset Management Committee, and State transportation agencies.

Updates on current FHWA asset management projects are posted on the site. These initiatives include establishing the Transportation Asset Management Expert Task Group as a forum to discuss changes in the way highway agencies are managing assets and identify strategies to advance asset management (see May 2012 Focus). Also in development are plans for FHWA and the AASHTO Subcommittee on Asset Management to conduct Webinars on asset management topics beginning in summer 2012, with more details to be posted as they become available.

FHWA is also preparing the first of five planned reports on risk-based transportation asset management. Expected to be released in fall 2012, the first report will provide an overview of risk management as applied to managing physical assets. Additional FHWA initiatives include enhancing the Pavement Health Track Analysis Tool, which agencies can use to determine the health of a road network in terms of remaining service life.

To use the many asset management tools and resources available, visit www.fhwa.dot.gov/asset. For more information on asset management, contact Steve Gaj at FHWA, 202-366-1336 (email: stephen.gaj@dot.gov).
FHWA Offers Online Training on Chip Seal Best Practices

Find the guidance you need to make chip seals part of your pavement preservation program with a free online course from the Federal Highway Administration (FHWA).

The 3-hour Chip Seal Best Practices course (Course No. FHWA-NHI-131132) is an on-demand training that can be scheduled at your convenience. Developed by the Transportation Curriculum Coordination Council (TCCC), the course is offered through FHWA’s National Highway Institute (NHI).

Six modules cover introductory information, designing chip seal mixes, selecting the proper materials for the chip seal mix, using the right equipment, following proper construction practices, and incorporating performance measures. Topics also include common chip seal distresses.

The course will benefit entry-level construction inspectors, maintenance employees, and contractor personnel, as well as provide refresher training for more experienced staff.

Launched in 2000, the TCCC is a partnership that includes representatives from FHWA, NHI, regional State training and certification groups, several American Association of State Highway and Transportation Officials subcommittees, and industry associations. More than 70 online training courses developed by the TCCC are available from NHI. All TCCC courses are reviewed every 2 years and updated if needed. If there is a change in a specification or method used in a course, that course is updated as soon as possible.

For more information on the course content, contact Jason Harrington at FHWA, 202-366-1576 (email: jason.harrington@dot.gov). To take the Chip Seal Best Practices course, visit www.nhi.fhwa.dot.gov.

Details on other online TCCC training opportunities can be found at: www.nhi.fhwa.dot.gov/training/course_search.aspx (click on “View All Available Web-Based Training Courses”). For more information on the TCCC, visit www.tccc.gov.

To learn more about the Chip Seal course and other training opportunities, visit www.tccc.gov.

FOCUS - June 2012

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August 2012 will be the last Focus issue distributed using printed copies. Stay up-to-date and receive Focus articles as soon as they are posted with an online subscription. Please go to www.fhwa.dot.gov/publications/focus/index.cfm and sign up to receive email notifications for each new issue of Focus. The email will include a short description and a link for each article. It will not include any cumbersome attachments. The online version of Focus will continue to provide a printable version for readers who prefer the traditional eight-page format.
Quantifying the Life Cycle Benefit of Pavement Preservation Treatments on the 2012 NCAT Pavement Test Track

Editor’s Note: This article will bring you up to speed with regard to Pavement Preservation Treatments on the NCAT test track. Be sure to read the update at the end.

Financial Partners
Numerous state DOTs, FHWA, and private sector research sponsors including FP2, AEMA and ISSA

Background
The NCAT Pavement Test Track was originally constructed as a result of interest and support from state Departments of Transportation (DOTs) who shared a concern for reducing and predicting distresses in their flexible pavements. The inaugural track was completed in the summer of 2000 and subjected to 10 million ESALs of heavy truck traffic through December of 2002. Built as a perpetual pavement, the first cycle of testing was a study of surface mix performance for forty-six 200 ft test sections. The facility was rebuilt in 2003, 2006, and 2009, with experimental pavements in each cycle subjected to 10 million ESALs of heavy truck traffic. Eight thinner structural pavements replaced the original perpetual pavements in 2003, increasing to nine in 2006, then sixteen in 2009, with twenty projected for 2012, each instrumented for high-speed response to facilitate the study of mechanistic-empirical pavement design. Positive experiences with implementable findings have made Track research a good investment for numerous state DOTs in past research cycles, with fourteen states providing funding for individual and/or multi-state experiments.

Preservation Group (PG) Experiment
The 2012 NCAT Pavement Test Track is expected to consist of an even larger structural experiment as well as more mill/inlay surface mixes, with continued formal research sponsorship by private sector partners. Track research sponsors have always been encouraged to choose experiments that meet their specific research needs. Individualized test sections will still be optional on the 2012 Track; however, NCAT is also encouraging sponsors to consider partnering with others in group experiments that have been designed to meet the most pressing needs of the pavement industry. A primary focus area in the 2012 research cycle is referred to as the Preservation Group (PG) experiment.

The PG study is designed to encompass multiple timely issues that are important to the entire pavement community. All sections in this experiment on the NCAT Pavement Test Track are supported by the same subgrade and base, and the total thickness of all bituminous lifts is 7 inches. This thickness was chosen when these sections were originally constructed at the beginning of the 2009 research cycle because in past studies 7-inch sections exhibited significant performance differences within the standard 10 million ESAL traffic cycle as a function of the differences in mix designs and materials. Five sections with dense mix surfaces from the 2009 Group Experiment (GE) survived the previous 10 million ESAL traffic cycle (hot virgin control mix, virgin foamed warm mix, virgin additive warm mix, hot high RAP mix, and foamed warm high RAP mix). With funding provided by the 2012 PG study, traffic will be continued on these sections into the next research cycle until predetermined trigger distresses are observed.

Although continuing traffic on these sections will facilitate the completion of the 2009 GE study (fully connecting laboratory performance, material selection, field performance, and mechanistic-empirical pavement design methodologies), it will also provide the starting point on the Track for the 2012 PG experiment. When consensus trigger distresses are observed, an array of pavement preservation treatments will be applied. Truck traffic will continue, and performance will be precisely monitored in order to determine the life cycle benefit of various reactively applied preservation alternatives; however, the full benefit of pavement preservation can only be realized if they are also applied proactively. It would be ideal to build additional test sections on a nearby low volume, high truck traffic roadway with suitable levels of existing distresses, structural characterization, and precisely monitored traffic. Lee Road 159 appears to be an ideal candidate for Off-Track, proactively applied pavement preservation test sections.

Results from this experiment will provide a rational starting point for the implementation of a life cycle cost-based preservation treatment selection process that can be refined over time with location-specific pavement performance feedback. Additionally, an array of laboratory testing will facilitate the identification of reliable predictive tools that will aid in implementation. The following list of treatments have been suggested for inclusion in the 2012 PG study, with the actual treatments determined by consensus among states that choose to participate:

- Chip seals (various aggregate sizes, design processes, application rates);
- Scrub seals;
- Micro surfacing;
- Cape seals;
- Thin-lift HMA (inlays versus overlays, conventional versus low cost);
- “HMA Cape seals”;
- Cold “In-Place” Recycling (foamed using a central mixing plant); and
- Fog seals (with and without rejuvenators).

Lee Road 159
With approval by the Lee County Commission, NCAT is AEMA-ARRA-ISSA Newsletter 2012 Issue #3
including the placement of a similar array of preservation treatments on Lee Road 159 in plans for reconstruction of the Pavement Test Track in the summer of 2012. The Track paving contractor will be required to provide traffic control for all treatment placement activities on the open roadway. Originally, only the southbound lane of Lee Road 159 was planned to be included in the study to minimize disruption of traffic related to the quarry, the asphalt plant, and local residents; however, it was decided that the relatively good condition of the inbound lane (supporting unloaded trucks arriving at the quarry) was necessary to provide the diversity of surface conditions needed to fully quantify the life cycle benefit of each preservation treatment. The traffic control plan will maintain both inbound and outbound traffic during treatment placements, which should not take more than a week with proper planning. The timing of treatment placements on Lee Road 159 will be synchronized with reconstruction activities on the Pavement Test Track in the summer of 2012.

Formal agreements with Martin Marietta and East Alabama Paving to provide regular load ticket summaries to NCAT are secured so the entire load history of all test sections can be documented. Instrumentation imbedded in test pavements will be used to document multidepth performance temperatures. Regular testing by NCAT personnel will be conducted to document roughness, rutting, macrotexture, cracking, and structural integrity of each section as a function of traffic, age, and seasonal effects. Low traffic volumes will facilitate data collection without the expense and liability of lane closures. NCAT will be responsible for maintenance of any sections that require rehabilitation. It may even be possible to extend the experiment beyond the planned end date to document long term performance of preservation alternatives that provide good performance over the life of the 42 month experiment.

**Implementable Findings**

The 2012 PG experiment is designed to deliver two significant implementable findings to state DOTs. Varying levels of pretreatment distresses mapped within each 100-foot test cell on Lee Road 159 will provide the starting point for documenting the change in shape of each unique life cycle curve that results from the placement of various pavement preservation treatments. The product delivered to state DOTs at the conclusion of the experiment will be the quantified relationship between pretreatment pavement condition and the time/traffic needed to return to pretreatment condition. A unique life cycle curve will be defined for each preservation treatment. This approach will avoid any bias in the outcome that would have resulted from directly comparing the performance of treatments on underlying pavement surfaces of varying condition. State DOTs can drop these curves directly into decision trees to objectively select the most cost effective treatments on their own networks solely as a function of measured pretreatment condition. Pavement management feedback can then be used to calibrate these curves for local climate, materials, contractors, etc. By comparing each unique treatment curve to the deteriorating curve of an untreated control section, the second implementable finding will be to quantify the life extending benefit of proactively applied preservation treatments. This second finding will be a valuable tool for program managers who sometimes struggle to prioritize investments in proactive preservation measures.

**Additional Information**

More information about the NCAT Pavement Test Track is available on the project web at [www.pavetrack.com](http://www.pavetrack.com).

**Update at June 28, 2012:** Plans continue with the development of the Preservation Group experiment at the NCAT test track. In addition to the track, preservation treatments will also be placed on a 2500 foot stretch of Lee County road 159 that is a rural road to a quarry and HMA plant. The seven states that are funding partner to date are AL, MO, MS, NC, OK, SC, and TN along with industry funding partner, FP² Inc., AEMA and ISSA. Several webinars have been held to discuss the treatments to be placed, the material sources, and the trigger values to be used to determine when a treatment will be placed on the track. Treatments to be placed on Lee Road will begin in mid-July of this year since the existing pavement is already distressed and will consist of crack sealing (both blow and seal and rout and seal), a conventional fog seal, a rejuvenating fog seal, chip seals (single, double, and triple), scrub seal, microsurfacing, Fiber Mat and thin HMA overlays. Placement of the preservation treatments on the track will take place when cracking occurs or when ride quality deteriorates after loading is resumed this summer. It is possible that no preservation treatments will be placed until at least 2013. FP² Inc. has appointed Jim Moulthrop, Tim Harrawood, and Mark Ishie to be the liaison for the Lee Road and track placements.
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August 27 - 30, 2012
www.nationalpavement2012.org
FP² Inc. Update - July, 2012
Jim Moulthrop, FP² Executive Director

Raise a tankard!!!  Our 36 month effort has paid dividends.

On July 6, President Obama signed the nearly 600 page Highway Reauthorization legislation entitled Moving Ahead for Progress in the 21st Century, (MAP-21). It will provide funding for 27 months (through fiscal year 2014) at current levels with a small increase for inflation. With the assistance and financial support of AEMA, ARRA, and ISSA members and others, we were very successful in incorporating asset management and pavement preservation language throughout the bill.

The bill restructures highway programs by consolidating about sixty programs, and structures the Highway Program around four "core" formula programs. These programs are:

- **National Highway Performance Program.** This program consolidates the existing Interstate Maintenance and National Highway System formula programs and aspects of the existing Highway Bridge program;

- **Surface Transportation Program.** This provides funds to assist states and local governments to improve the condition and performance of Federal-aid highways and bridges on any public road;

- **Highway Safety Improvement Program.** Provides funds to improve the safety of road infrastructure; and

- **Congestion Mitigation and Air Quality program.**

Funds are distributed to states based on the state’s share of total highway funds distributed in 2012 (discretionary and earmarked).

Our thanks in particular go to the strong support of Transportation and Infrastructure Committee Member, Congresswoman Schmidt (R-OH), who championed pavement preservation and the support of other members such as Lynn Jenkins (R-KS), Corrine Brown (D-FL), Scott DesJarfais (D-TN), and Senator Inhofe (R-OK).

As most of you are aware, FP² Inc. has decided to become a full funding partner in the Group Preservation Study to be conducted at the NCAT track. As such we have embarked on two separate, but related, tasks. The first is to raise the funds required to participate with the seven state DOTs that have committed to financing the study and the second is to participate with those states and NCAT to design the experiment. As a full funding partner, we have a “seat at the table” with the states regarding decisions that need to be made during the study.

Thanks to the support of the preservation industry, we have received a portion of the funding commitments that will allow us to participate as a full partner for the three year study which amounts to $450,000. Additional funding is still required to allow fulfilling the commitment we have made to NCAT. FP² has designated a team of me, Mark Ishee, Ergon Asphalt and Refining, and Tim Harrwood, Vance Brothers to head up the effort and participate with NCAT on the project. Two webinars have been held to date with the states and NCAT to work out the details of the study on the track and an off-track study section on Lee County, Alabama road 159.

If you haven’t signed up yet for the National Pavement Preservation Conference in Nashville, TN, which is scheduled for the last week in August, 2012, you’d better do so.

The Organizing, Technical, and Demonstration committees have been hard at work arranging for first class conference. “Live” demonstrations of several preservation treatments including chip seal, micro surfacing, scrub seal, and a rejuvenating seal will be applied. A spouses program including tours of historical sites in both Nashville and Franklin, TN and shopping opportunities are also in the mix. The venue is the Renaissance Hotel in the heart of downtown Nashville. Registration, conference information and sponsorship opportunities can be found at www.nationalpavement2012.org

As always, we and our advocacy firm, Williams and Jensen, plan to keep up the good fight!
Update of PRRC Activities
by Stephen A. Cross, Executive Director

April and May mark a turning point in activities at the Pavement Recycling & Reclaiming Center (PRRC). Dragos and I both hold academic appointments along with our duties at the PRRC. April-May sees an increase in our academic activities, as the end of the academic year approaches, and a decrease in conferences/seminars as the construction season gears up. Even though the last quarter has seen a slight downturn in PRRC activities, we are still moving forward with our center objectives. A draft version of the Basic Asphalt Recycling Manual or BARM made it out of ARRA’s CORE Committee reviews and a copy has been sent to FHWA. There should be one more final review before the BARM is sent to the publisher. Thanks to all who assisted with revisions and with submittal of photographs.

Although not a part of my official duties as Executive Director of the PRRC, I was able to travel to Chengdu, China in May to present a two week short course to graduate students at Southwest Jiaotong University (SWJU). Although the main engineering center of excellence of SWJU is high-speed rail, they also have an active highways program. I was asked to lecture on pavement practices in the USA to graduate students of the highway program and was able to spend a significant amount of time discussing in-place recycling techniques. As in the USA, SWJU graduate students consisted of equal numbers of local (Chinese) and international students. The students expressed a keen interest in in-place recycling and almost all were familiar with at least some of the methods. In addition to my lecturing duties, I was invited to make a presentation to the equivalent of the DOT Materials and Research section of Sichuan Province. Again I was able to speak about in-place recycling and was pleased to find that Sichuan Province has two experimental in-place recycled pavements they are monitoring.

We are continuing to work on the two PRRC active research contracts, one with Caltrans and the other with the Oklahoma Transportation Center. The Caltrans study is a comprehensive review of their CIR program and is in the final stages of making recommendations to Caltrans on specifications, mix design and project selection practices. The Oklahoma Transportation Center project provides funds to assist with making a portion of the BARM interactive online. It is anticipated that this project will lay the groundwork for a frequently asked questions section on our web page as well as hosting videos of cold planing, HIR, CIR and FDR construction. Work will pick up substantially on this project now that the BARM is nearing completion.

Progress is being made on several of the PRRC’s initiatives as well. We are working on gathering information and literature on environmental/sustainability aspects of in-place recycling and developing a database to catalog in-place recycling projects. More information on these efforts should be available in the near future. The center continues to assist the ARRA CORE Committees on the development and revisions to specifications, best practices and project selection guides and assists with responses to questions submitted to the ARRA Technical Response team. Mark your calendars for the Western States In-Place Recycling Seminar September 11-13 in Ontario, California.

Contact the Pavement Recycling & Reclaiming Center for more information.

Phone 909-979-6650
Email info@prrcenter.org

Pavement Recycling & Reclaiming Center
CAL POLY POMONA
3801 West Temple Avenue
Pomona, CA 91768

PRRC is now accepting papers for the 2012 Golden Leaf Award. The Award is presented for the most out-standing technical paper dedicated to the enhancement of science in the pavement recycling and reclaiming industry. Papers must be original work written or published for the first time in the year of award eligibility. Papers have no limitation as to length or number of authors.
The long-standing Silica/Asphalt Milling Machine Partnership has completed analysis of a huge database of test results from prototype testing of water and dust evacuation systems. The National Asphalt Pavement Association (NAPA) leads the partnership, which includes five equipment manufacturers (Roadtec, Volvo, Wirtgen, Terex, and Caterpillar), the Association of Equipment Manufacturers (AEM), and the International Union of Operating Engineers (IUOE), as well as the National Institute for Occupational Safety and Health (NIOSH) and the Occupational Safety and Health Administration (OSHA). NIOSH and OSHA conducted the tests. Payne & Dolan Inc., a contractor in Wisconsin and Michigan (and a member of both NAPA and ARRA), was instrumental in two rounds of field testing.

The current phase of the partnership is focused on optimizing individual machine manufacturers’ designs of dust evacuation systems utilizing a tracer gas test protocol developed by NIOSH with the help of the partnership. Testing is conducted in a factory setting under controlled conditions. Terex, Wirtgen, and Roadtec have completed the testing with promising results. Caterpillar plans to complete tracer gas testing in summer 2012, while Volvo will test a uniquely designed wet drum system in a field setting.

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**Link for TRIP Fact Sheets**

http://www.tripnet.org/TRIP_Fact_Sheets.php
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bvagher@a-1chipseal.com
ISSA Members
Go to www.slurry.org to find detailed contact information for all ISSA members.

CONTRACTOR MEMBERSHIP
A-1 Chipseal & Rocky Mountain Pavement
AC Pavement Striping Company
American Asphalt Repair & Resurfacing Co.
American Pavement Preservation
American Pavements, Inc.
Ant Construction Ltd.
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Asphalt Maintenance Solutions, LLC
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Ballou Pavement Solutions
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California Pavement Maintenance
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Graham Contractors Inc
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Hardrives Construction, Inc.
Intermountain Slurry Seal, Inc.
IPR Ltd.
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Mission Paving & Sealing, Inc.
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Morgan Pavement
Pavement Coatings Co.
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Regional Pavement Maintenance of Arizona
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Southwest Slurry Seal Inc.
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T.L. Wallace Construction, Inc.
The Miller Group
Valley Slurry Seal Company
Vance Brothers Inc
Vestal Asphalt Inc
Viking Construction Inc.
West-Can Seal Coating Inc.
Western Pavement Solutions

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Colas Solutions Inc.
CorsiTech
Crafco Inc.

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General Liquids Canada Ltd.
Hudson Materials Company
Kao Specialties Americas LLC
Mcaasphalt Industries Limited
MeadWestvaco Corporation
Midland Asphalt Materials Inc.
Owens Corning
Paramount Petroleum
Petrochem Manufacturing, Inc.
Rawson Manufacturing, Inc.
Road Science LLC
SealMaster
Terry Asphalt Materials, Inc.
Tri-State Asphalt, LLC
TYMCO, Inc.
ULTRAPAVE Corp.
VM Fiber Feeder, Inc.
VSS Macropaver, a Division of Reed International
Western Emulsions Inc.

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Asfaltos Emulsificados, S.A.
Downer EDI Works P/L
Eurovia Management
Fulton Hogan Limited
Gaoyuan Road Group
Proyextra S.A. de C.V.
RAD
Showa Rekisei Industry Co Ltd
Tipco Asphalt Public Company Limited

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Nynas AB
Sinopec Shanghai Bitumen Trade Branch
Soil Stabilization Materials Factory/Sandfix
TDM Asfaltos SAC
VP Technologies, LLC
WEIRO Weisig Maschinenbau GmbH

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Asphalt Pavement & Recycling Technologies, Inc.
Colas Inc.
Construction Engineering Labs
EMULDEC CIA LTDA

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Kercher Engineering, Inc.
Kisinger Campo and Associates
Paragon Technical Services Inc.
Petroleum Sciences, Inc.
PRI Asphalt Technologies Inc.

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City of Englewood
City of Florissant
City of Greeley
City of Huntington Beach
City of Laguna Niguel
City of Las Vegas Streets & Sanitation
City of North Las Vegas
City of Pocatello
City of Scottsbluff
Department of Planning, Transport & Infrastructure
Lake Havasu City
Los Angeles County DPW
Manitoba Infrastructure and Transportation
MnDOT
RIOH - MOC
Whitpain Township

AFFILIATE MEMBERSHIP
Hawaii Asphalt Paving Industry
National Center for Pavement Preservation
The Barnhardt Group, LLC
University of Kansas Continuing Education

HONORARY MEMBERSHIP
* Russell R. Ballou - Ballou Construction Co.
* C. Robert Benedict - Benedict Slurry Seal
Norman (Bud) Clovis - Ballou Construction Co.
Fred Dabney - Slurry Pavers Inc.
Charlie Gagnon - Ballou
Doug Hall - Musselman & Hall Contractors, LLC
Rudy Jimenez - University of Arizona
Harold McKeever - Roads & Streets Magazine
Darryl Montgomery
Bob Province - APCO
*Jerry Ritschel
Bob Shey
*Jim Sorenson - Federal Highway Administration
*Ted Van Pelt
*Raymond Young
Logo Available to Members

The AEMA Logo is available to AEMA members in an electronic version; we will be pleased to send you one. For an electronic version of the AEMA logo, contact krissoff@aema.org.

NEW! ISSA Logo Available to Members

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

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

Request for Online Educational Videos

We’re still seeking links for online educational videos or presentations. Do you have them on your company website? Curious people hungry for information contact AEMA, ARRA, and ISSA constantly, seeking more detail about the materials, products, and processes we represent. We are aware that at least a few of our member companies have gone to great lengths to build very informative websites to showcase various pavement preservation, recycling, and reclaiming technologies. We’d like to publish this list but first must give all members the opportunity to be included. If you have such material available online, and if it is purely and generically informative and educational and not a sales pitch, please send an email message including the appropriate links to Executive Director Mike Krissoff at krissoff@krissoff.org. We’ll take a look at what we receive and assemble the appropriate items into a list for publication.

Just have a look at what Ergon has done by visiting www.savemyroad.com

Please check out http://pavinars.uark.edu/Previous_Pavinars.php - This link was sent to us by Andrew Braham, Ph.D., Assistant Professor, University of Arkansas, Department of Civil Engineering. Andrew has uploaded several one-hour presentations on various pavement topics (both flexible and rigid). These presentations are recordings of live presentations.
ARRA Welcomes New Members

CONTRACTOR MEMBERSHIP

KUBRICKY CONSTRUCTION CORPORATION
269 Ballard Road
Wilton, NY 12831
Web www.dacollins.com
Phone 518-792-5864
Fax 518-792-2458
Jamie Maybo, Project Manager
jmaybo@dacollins.com
Asphalt Milling.

WESTERN PAVEMENT SOLUTIONS COMPANY
5050 E. Russell Road
Las Vegas, NV 89122
Web www.westernpavementsolutions.com
Phone 888-755-2388
*Mr. Chuck Valentine, Recycling/Reclamation Division Manager
chuck.valentine@westernpavementsolutions.com
Cold In-Place Recycling, Milling and Full Depth Reclamation.

AFFILIATE MEMBERSHIP

BITUMIX SOLUTIONS
1220 Superior Street
Portage, WI 53901
Web www.bitumixsolutions.com
Phone 608-617-7017
Myles Vollmer, Bituminous Engineer
mvollmer@bitumixsolutions.com
Materials laboratory; superpave mix designs, full depth reclamation designs, extraction and recover of binder, aggregate testing.

ECS MID-ATLANTIC, LLC
2119 – D North Hamilton Street
Richmond, VA 23230
Web www.ecslimited.com
Phone 804-353-6333
*Mr. Michael T. Coffey, P.E., Vice President
mcoffey@ecslimited.com
Top ranked provider of environmental, geotechnical and cultural resources engineering as well as construction observation and testing services.

ARRA DIRECTORY CHANGE

Ruston Paving Co., Inc.
The correct email address for Tim McConnell is: sales@rustonpaving.com

ARRA Logo Available to Members

The ARRA logo is available for distribution to ARRA members. This is useful for use in stationery, advertising graphics, brochures, websites, etc. To receive the logo via e-mail, just send a note to ARRA headquarters: krissoff@arra.org
### 2012

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
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<tbody>
<tr>
<td>Aug 27-30</td>
<td>National Pavement Preservation Conference</td>
<td>Renaissance Nashville Hotel - Nashville, Tennessee</td>
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<tr>
<td>Sep 11-13</td>
<td>Western States Regional In-Place Recycling Conference</td>
<td>Ontario, California</td>
</tr>
<tr>
<td>Oct 10-12</td>
<td>ISAET 2012 - Int'l Symposium on Asphalt Emulsion Technology</td>
<td>Hyatt Crystal City - Crystal City, Virginia</td>
</tr>
<tr>
<td>Oct 29-30</td>
<td>ARRA Semi-Annual Meeting – <a href="http://www.arra.org">www.arra.org</a></td>
<td>St. Louis Union Station Marriot, St. Louis, MO</td>
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### 2013

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<tr>
<td>Jan 13-17</td>
<td>TRB 92nd Annual Meeting – <a href="http://www.trb.org">www.trb.org</a></td>
<td>Washington, DC</td>
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<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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<tr>
<td>Mar 19-21</td>
<td>World of Asphalt - <a href="http://www.worldofasphalt.com">www.worldofasphalt.com</a></td>
<td>San Antonio, Texas</td>
</tr>
<tr>
<td>Apr 21-25</td>
<td>NACE – <a href="http://www.countyengineers.org">www.countyengineers.org</a></td>
<td>Des Moines, Iowa</td>
</tr>
<tr>
<td>Nov 10-13</td>
<td>PPRA Fall Meeting</td>
<td>Dallas Marriott City Center - Dallas, Texas</td>
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### 2014

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<tr>
<td>Feb 24-28</td>
<td>AEMA-ARRA-issa Annual Meeting</td>
<td>The Fairmont Turnberry Isle - Aventura, Florida</td>
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<tr>
<td>Mar 4-8</td>
<td>CONEXPO – <a href="http://www.conexpoconagg.com">www.conexpoconagg.com</a></td>
<td>Las Vegas, Nevada</td>
</tr>
<tr>
<td>Apr 13-17</td>
<td>NACE – <a href="http://www.countyengineers.org">www.countyengineers.org</a></td>
<td>Baton Rouge, Louisiana</td>
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### 2015

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<tbody>
<tr>
<td>Feb</td>
<td>AEMA-ARRA-issa Annual Meeting</td>
<td>Paris, France</td>
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### 2016

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<tr>
<th>Date</th>
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<tbody>
<tr>
<td>Feb 23-26</td>
<td>AEMA-ARRA-issa Annual Meeting</td>
<td>Hyatt Regency Coconut Point - Bonita Springs, Florida</td>
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### 2017

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<th>Date</th>
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<tr>
<td>Feb 14-17</td>
<td>AEMA-ARRA-issa Annual Meeting</td>
<td>Westin La Paloma, Tucson, Arizona</td>
</tr>
</tbody>
</table>
CUSHOTRAC® ULTIMATE™
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The ONLY Track Pad With a 2,000 Hour Wear Life Guarantee*

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