AAEMA HALL OF FAME AWARD GIVEN AT PPRS 2015 P.20

2015 CHARLES R. VALENTINE AWARD P.46

ISSA ANNOUNCES 2015 PRESIDENT’S AWARD P.48

ARTBA HAS MULTIMODAL FIX FOR HIGHWAY FUNDING P.26
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Stephen A. Cross, Ph.D., PE, ARRA’s Technical Director, has provided the CR101 (Recommended Construction Guidelines For Cold In-place Recycling (CIR) Using Bituminous Recycling Agents), CR301 (Recommended Quality Control Sampling and Testing Guidelines For Cold Recycling Using Bituminous Recycling Agents), FDR102 (Recommended Construction Guidelines For Full Depth Reclamation (FDR) Using Cementitious Stabilization), and FDR103 (Recommended Construction Guidelines For Full Depth Reclamation (FDR) Using Lime Stabilization) guidelines available for download at arra.org/guidelines.

ISSA is excited to announce details about the upcoming ISSA/CCSA Training Seminars. The first will be held May 12th in San Diego (site TBD). The second will be held May 14th in the Bay Area at the Contra Costa County Maintenance Yard located in Martinez, CA. This joint ISSA/CCSA training and education program will be focused on training agency personnel in what to look for on pavement maintenance projects to ensure success. Topics will include: Introduction to Pavement Preservation, Slurry Inspection Application and Material Sampling/Testing, Micro Inspection Application/Material Sampling/Testing Differences, Mix Table and Equipment Calibration, and Multi-Layer preservation systems. For additional information, you may go to www.chipseal.org, or please contact Sallie Houston at sallie.houston@slurry.com.

Launched this winter by an AEMA & ARRA Member Company is the ‘Don’t Let America Dead End’ campaign, urging action by Congress for a long-term increased highway funding. Visit DontLetAmericaDeadEnd.com for more details.

On March 23, 2015, Buzz Powell gave a presentation for AEMA, ARRA, and ISSA Board Members updating the 2015 NCAT Pavement Test Track with MnROAD Partnership. The full presentation is available to view at pavetrack.com/FP2.

FHWA SUSTAINABLE PAVEMENTS REFERENCE DOCUMENT NOW AVAILABLE

Kurt D. Smith, P.E., Program Director, Applied Pavement Technology, Inc., reports, “It is my pleasure to announce that the work on the FHWA Reference Document has been completed and the report is now available on the FHWA sustainable pavements web page at http://www.fhwa.dot.gov/pavement/sustainability/ref_doc.cfm. This document, over 2 years in development, covers sustainability
considerations in all aspects of the pavement life cycle, from materials, design, and construction and through the use, maintenance/preservation, and end-of-life phases. Additional information is also included on general sustainability concepts and sustainability assessment. We appreciate all of the feedback and comment provided on earlier versions, which served to greatly improve the final product, and hope you find the resulting document both useful and informative.”

From the **Sustainable Pavements Technical Working Group** comes the news that FHWA has posted two recently-completed Technical Briefs (“Pavement Sustainability” and “Life Cycle Assessment of Pavements”) which may be viewed/downloaded at [http://www.fhwa.dot.gov/pavement/sustainability/techtrans.cfm#brief](http://www.fhwa.dot.gov/pavement/sustainability/techtrans.cfm#brief).

The **AASHTO Materials Reference Laboratory (AMRL)** is excited to continue making progress toward building pavement preservation standards into our assessment program. We are still on track to begin offering assessments in International Slurry Surfacing Association (ISSA) and ASTM test methods in 2015. Those assessments can include an evaluation of the testing laboratory’s Quality Management System which could lead to [AASHTO Accreditation](http://www.fhwa.dot.gov/pavement/sustainability/techtrans.cfm#brief). AMRL recognizes the need for routine maintenance of our infrastructure and we are eager to be a part of ensuring the quality of the materials placed on the roads we all use every day.

For more information, please contact Bob Jerman at [robert.jerman@mwv.com](mailto:robert.jerman@mwv.com).

Creative Director Michael Carroll is putting the finishing touches on BARM2, the brand new 2nd edition of the *Basic Asphalt Recycling Manual*.
This quarter we have learned of the passing of three individuals who have made an impact on our industry and associations. On behalf of the membership and boards of directors of AEMA, ARRA, and ISSA, we offer our sympathies to their families.

Dr. J. Don Brock, 76, passed away on Tuesday, March 10th at Memorial Hospital from complications of mesothelioma cancer.

Don was born in Chattanooga on October 20, 1938, to the late James and Edna Brock and was preceeded in death by his sister, Edith Brock Murray. He graduated from Central High School in 1957 and received a B.S. degree in Mechanical Engineering from the University of Tennessee in Knoxville in 1961. He then continued his education at the Georgia Institute of Technology receiving a M.S. in Mechanical Engineering in 1963 and a Ph.D. in Mechanical Engineering in 1965.

Don started his working career building thermal hot oil heaters and asphalt storage tanks with his dad while in high school. He invented a revolutionary carpet dryer while at Georgia Tech which gave him the seed money to start Astec Industries. He founded Astec with Norm Smith, Al Guth, Gail Mize, and Mike Uchytil in 1972. The company is now publicly traded, has sales of approximately $1 billion dollars, and has over 4,000 employees worldwide. He won countless national and international awards and has over 100 patents. Don was Chairman of the Board and CEO of Astec until 2014 when his son Ben Brock became CEO of the company. Don remained Chairman of the Board of Astec until his death.

Mentoring others and exchanging ideas came naturally to Don. He is famous for his repertoire of jokes and his great sense of humor. Besides spending time with his family and friends, other interests included the University of Tennessee football and his dogs, Riley and Bentley.

Don, along with his wife Sam, were founding members of GraceWorks Church in Chattanooga, TN, where they were involved in many facets of the church. Don was passionate for the construction of the cross that is visible to so many as a reminder of Christ’s love, sacrifice and forgiveness for all.

Don is survived by his wife, Sam; seven children: Beth Brock; Ben Brock (Carolyn); Walter Brock (Lee Ann); Jennifer Brock; Darryl Brock (Melissa); Melissa Adcock (Dustin); Krystal Parker (Lloyd); his two stepdaughters: Christie Gleeson (Tim) and Devin Sprouse (Tammy Lambert); 15 grandchildren, Garrison, Pierce, Payton, Daxton, Clay, Zachary, Austin, Katie, Haven, Taylor, Ashley, Hannah, Daniel, Jacob and Sarahbeth.

The impact his insight, inventiveness, dedication, and determination have played in our industries. His longtime support of our Associations and his commitment to give back to his personal and professional communities have made life better for the American public, both in Tennessee and across the country.
Robert J. (Bob) Province, 78, passed away Thursday, March 5, 2015 in Waco.

Bob was born January 29, 1937 in Brownwood to Robert Lusk and Louise Merle Province. He attended grade school, high school and one year of Jr. College in Paris, Texas. Bob received his bachelor degree from Texas A&M in 1960 in Civil Engineering. In 1963 he earned his Master of Engineering degree. He took a job with Slurry Seal, Inc. in Waco rising to the position of Vice President, staying there until they sold in 1985, then continuing on with the new company ScanRoad until the end of 1993.

Bob married the former Helen Sykora and they were blessed with a daughter, Caroline. He was also a member of the Lake Shore United Methodist Church and was very active as a volunteer in several organizations.

He is preceded in death by his parents.

He is survived by his beloved wife Helen and daughter, Caroline and her husband Robert Bennett; cousin, Dewey Craig; numerous nieces and nephews and longtime friends, D.C. Fouts of Waco and Tom Ernzen of Lorena, In lieu of flowers, donations may be made to the Lake Shore United Methodist Church.

James ‘Keith’ Davidson passed away at his home on Friday, February 13, 2015 at the age of 64.

Keith will be deeply missed by his long-time companion and love of his life Lana Louis and her three children, Stephanie, Elissa and Christopher.

Dear brother of Grant (Linda) and Ross (Pamela). Keith will be fondly remembered by his nieces, nephews, co-workers at McAsphalt and his many friends.

If desired, donations made to the Heart & Stroke Foundation would be appreciated by the family.
AEMA PRESIDENT’S MESSAGE

ARCHIE REYNOLDS, WALKER EMULSIONS LTD.

Several years ago I met with John Carrick, Jr. (McAsphalt Industries) to discuss joining the AEMA Board. John was stepping down and Bob Koleas (Western Emulsions) was being installed as the new President. I recall at the time John saying something to the effect that there was “nothing to it”. At the following Annual Meeting in Florida, President Bob introduced me, not only as our newest Director but soon to be our hardest working Director, “nothing to it, eh”!!

Well, as we know like most things in life, you only get out what you put in. The past several years for me at AEMA have been nothing short of rewarding. It has been a privilege to have had the opportunity to work alongside a group of dedicated, committed and all around terrific people. As I look back at the past from Mark McCollough to Bucky Brooks and the Association in the early years headed by John Trumbull and Allyn J. Day, I feel honored to lead this great organization as your President for the 2015-2016 term. I would like to extend a very warm welcome to our newest Board Members – Matt Kennedy (McAsphalt Industries) and Bob Huitt (Russell Standard Corp.); we are delighted to have them on our Board. I know both will make positive contributions to the advancement of AEMA.

I would also like to extend my heartfelt gratitude to retiring director Jean-Claude Roffe, Colas, SA, France, for his amazing dedication to sharing AEMA’s mission to their international community. Etienne LeBoutellier, from Colas, SA, France, was appointed to replace Mr. Roffe to serve as International Member Representative.

As we continue to advance our cause proactively with our industry partners ARRA and ISSA, under the PPRA banner, let us be mindful in getting our message out to the decision-makers who can have a profound effect on our business. Issues such as:

- Aging infrastructures and the absolute need to be proactive in preservation technologies, before end of life-cycle.

- Increasing our own network, through such things as County Engineering associations to engage the next generation of decision-makers.

- Leading best practices and guidelines ensuring infrastructure investment gets a return.

- The list could go on and on but the obvious point is that engaging and networking at all decision-making levels will be vital to our continued collective success.

This fall we’ll be hosting in Niagara Falls, Ontario, our next PPRA Fall Meeting, which we believe
Save The Date


PPRA 2015 provides you, and those you invite, a greater opportunity to learn what other companies, states, and agencies are doing to reach beyond the short term focus of repair and rehabilitation and share processes that effectively, efficiently, and economically perform those functions as well as part of their pavement preservation strategies.

PPRA 2015 Fall Meeting
Sheraton on the Falls
Niagara Falls, ON, Canada
ppralliance.org/ppra2015
will be a home run. The planning committee is being headed up by Ryan Essex (ARRA), Rusty Price (ISSA), and I, in addition to some key local members. Stay tuned as details will be announced in the coming weeks. In the meantime, please save the date – October 13th – October 15th, 2015.

As we look forward to the coming year, you’ll be pleased to know that our efforts related to the strategic plan will be moving forward. Originally initiated by Past President Mark McCollough and fully embraced by your Board members, 2015 will see advancement in three primary areas:

- Marketing campaign aimed at decision makers
- Measurement volumes – establishing a baseline from which to measure our collective growth and success.
- Membership outreach – continuing the next phase of engagement with the general membership which began in 2014.

We certainly welcome any and all comments you may have in relation to the plans, which are posted on the website. On a side note, I look forward to working alongside and collaborating with my industry partners at ARRA and ISSA, namely new Presidents Ryan Essex and Rusty Price. While there have been many things accomplished through our PPRA alliance, it does continue to be a positive work-in-progress.

On a personal note, my thanks to all for your continued support. I am truly looking forward to working and engaging together, advancing the cause of asphalt emulsion chemistry.
I hope that wherever this message finds you, you are well and optimistic about 2015; I sure am. It is my distinct honour and privilege to serve as your President of ARRA. I am excited about the opportunity to step into this role during a time of particular challenge and change. Doug Ford, the former President of ISSA (not former Mayor of Toronto) used the following words in 2012 that seem to capture the feeling I have becoming ARRA President, “The weight felt to continue the work of so many dedicated industry leaders before me is a heavy one, yet the aspiration to be the catalyst to perform to the standards set is nothing short of inspiring.” I look forward to this challenge and to serve as your ARRA President this year.

From here and with the hope that Winter will finally end, we look forward to a safe & profitable preservation and rehabilitation season; that is, of course, what we do - preserve and rehabilitate road infrastructure. Those of you who attended PPRS 2015 in Paris as part of the AEMA-ARRA-ISSA (PPRA) annual meeting know that with close to 800 people in attendance it was our largest
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event ever. You also know the issues we face each and every day in North America with regard to lack of funding for infrastructure is shared world-wide as we heard from many international speakers. I encourage you to check out the PPRS website and review the presentations; they were excellent and the key messages presented will resonate with road owners here in North America.

ARRA together as PPRA will continue to share this message in a marquee event October 13th-15th, 2015, in Niagara Falls, Canada. This will be our largest Fall PPRA event ever and will capture the momentum of Paris and bring it to North America to discuss, to share and to provide solutions for road owners, agencies, specifiers and members to deal with infrastructure deficits while utilizing the products and services represented by AEMA, ARRA & ISSA. We will be at a first class conference facility, a great venue and location to be together to network. Please not only mark these dates down in your calendar, but get these dates into the calendars of your co-workers, colleagues, clients and reach out to new contacts and invite them to attend this very affordable, useful and significant session on preserving and rehabilitating road infrastructure; true asset management. Attendees will walk away knowing the importance of utilizing industry-leading best practices and guidelines from these associations to ensure their infrastructure investment gets a “return”.

This Spring we are challenging ourselves to reach out to more specifiers, to more consultants and speak to them about providing better solutions to their clients. Utilizing pavement preservation and rehabilitation to stretch infrastructure dollars and preserve the assets of road owners that are already bought and paid for. We ask that you do the same within your geographic reach. Work and partner with people who need to know about our tools, need to know more about in-place recycling (both hot and cold), cold planing, micro-milling, full depth reclamation and stabilization. Sometimes people simply do not know what they do not know and it is our responsibility to meet with them and share our resources. These resources will soon include the long awaited BARM2 and I can assure you it is worth the wait. Much like its predecessor it will be the go to resource on the processes represented by ARRA. Be sure to secure copies so that you can share with your road owners so they can incorporate what we do into what they do.

Lastly I want to thank Patrick Faster, our longest serving ARRA President, for his dedication and drive in leading our organization for the past three years. Our entire Board appreciates all that you do. Bill Garrity, who has just left the ARRA Board after serving as our Immediate Past President for the past three years, thank you for being a steady voice of reason and sharing your experience with our Board. To all ARRA members, going forward, you have my word and you have my number (905 726-9518) that I and your ARRA Board of Directors are here to serve you as members of ARRA, here to further grow this association and continue to strengthen it. We have a long history of great people who served as Presidents of ARRA, many whom I have been fortunate enough to get to know and I do not take my new role lightly. Do not ever hesitate to contact me or any of our Board members to discuss how we can better serve you and more importantly discuss how you can engage and help make ARRA an ever stronger association.

In closing, we are always faced with challenges but with the knowledge and breadth of experience my fellow Directors, members and competent ARRA staff bring to the table we will face them head on and with resolve. I thank you for your commitment and participation in our association that contributes to keeping the Asphalt Recycling & Reclaiming Association strong, vibrant and responsive to current and emerging issues and priorities. Thank you for allowing me to serve as your President and I wish you a safe year ahead.
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First of all, I would like to state that it is a great honor to serve ISSA as the President for 2015. As we begin our 54th year as an association, I am mindful that many before me have worked hard and dedicated much time and effort in making ISSA the expert in Slurry Surfacing Systems through technical, training and marketing expertise. It is also obvious to me that it takes a committed and enthusiastic Board of Directors, Committee Chairmen and Committee Members devoted to volunteer service to make this Association effective. To this end, a special THANK YOU to all who serve on a volunteer basis in making ISSA valued and respected.

I would like to thank Christine Deneuvillers for serving the past two years as our President. She has served on the Board for nine years, and is our first female President and the first to serve two consecutive years as President in the history of the Association. In the past nine years she has travelled many miles to attend Board, Annual and other meetings to provide direction and expertise for the members. To our immediate Past President, Doug Ford, thank you for your leadership, commitment and service for the past ten years. We wish you the best as you dedicate your time and effort to your day job. Likewise to Rich Francis, who is leaving the Board, thank you for your time, effort and service. Your quiet attention to detail and thorough analysis of various matters within the Board will be missed. Welcome back to Past President Chris Anspaugh, who has served on the Board prior, and Steve Olsen who is a new Board Member. Both have many years of expertise and knowledge in the industry that will be a great asset.
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Congratulations to Member Company VSS International for the San Diego County Project, winning the 2015 ISSA Presidents Award. This is the third year in a row for VSS International winning this award.

The past two months have been very busy for ISSA, with the Slurry Systems Workshop and the Annual Meeting in Paris, France. The workshop was held in Las Vegas, Nevada, January 20-22. It was encouraging to me that many of the attendees were present for the first time and attendance from government agencies was up considerably from years past. Rex Eberly has been the SSWS committee chairman for the past several years. Rex and his committee have done a terrific job in planning, organizing and delivering a great educational and training tool for industry. 2015 was the last year that Rex will be the chairman of the workshop. Thanks, Rex, for your effort and expertise in managing this very important event for ISSA.

The annual meeting, PPRS Paris 2015, was a unique and special conference. PPRA, AEMA, ARRA, ISSA, the IBEF (International Bitumen Emulsion Federation) and FP2 joined efforts this year in gathering stakeholders from around the world with experts in a forum aimed at best practices worldwide and promoting specific knowledge. I was impressed and honored to attend. Sincere appreciation, particularly to the Steering Committee, Program Committee, exhibitors and sponsors for a job very well done. This was an annual meeting that I will always remember.

As I look forward to 2015, the challenges and opportunities ahead, my thoughts turn to the membership and the health of the Association. As the industry continues to change and evolve, it is essential that we advance the ISSA mission, promoting the highest standards of ethics and quality while providing its members with information, technical assistance and ongoing opportunities for networking and professional development. Many noteworthy industry-related matters have been and will continue to occur during 2015, particularly the NCAT test sections and partnership with MnRoad, AMRL laboratory certification of slurry surfacing mix design equipment and procedures, AASTHO specifications for micro surfaced, chip seal and slurry seal, training/education through the FHWA sponsored web-based training series and other identified strategies we will be working on in 2015. To achieve success with the above mentioned important initiatives and provide value to members, it will be important to work with our partners, FHWA, FP2 and NCPP to achieve success.

For 2015, we have divided the board into four committees (Technical, Education/Training, Marketing and International) in an effort to focus our efforts and time towards these specific subject matters. We have also acknowledged the need to reach out to membership in an effort to receive feedback for your ideas and needs. In order for the association to remain healthy and significant in the industry, it is essential that members get actively involved. We need leadership and support with committees and objectives mentioned in this newsletter.

As a wise man once said, “we will only get out what we put in, make the most if it”.

When asked if I would be willing to serve on the Board nine years ago, I agreed because of previous members’ dedication and hard work in making the Association what it is today, feeling the need to give back. This has provided leadership and networking experience with others that I am grateful for. Again, I am proud and honored to serve the needs of this Association, in collaboration with a very sound Board of Directors. I believe we have a great opportunity to advance our industry forward in a changing environment; however this will take an ongoing effort with much volunteered time and discretionary effort by many dedicated people. Please have a safe and enjoyable start to the 2015 season.
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The Asphalt Emulsion Manufacturers Association (AEMA) recently inducted Western Emulsions’ Vice Chairman Robert D. Koleas into its Hall of Fame, the industry’s highest honor for lifetime achievement. Mr. Koleas garnered the award at AEMA’s annual meeting held this year in Paris, France. The Hall of Fame Award is presented to an individual, active or retired, 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.

“On behalf of the entire Western Emulsions team, I’m proud to congratulate Bob Koleas on this award and his accomplishments in the industry,” said WEI President and CEO Kevin Trant. “It’s a real pleasure to work alongside Bob, as he brings a great amount of passion to the continued success of our business.”

AEMA Executive Director Mike Kissoff said: “I first became affiliated with AEMA in 1988, and I met Bob soon after. It has been gratifying to watch him transition the small family business into the industry leader it has become today. I offer my heartiest congratulations to a well-deserving colleague.”

Mr. Koleas received recognition for his experience overseeing the modern growth of Western Emulsions from a small family-operated emulsion plant to a regional enterprise with nearly 100 employees and manufacturing facilities in seven US states serving customers in 21 states.

He led the branding and development of a line of innovative rejuvenating asphalt products providing roadways with greater longevity, with a focus on environmental responsibility. Mr. Koleas also dedicated years of service as a member of AEMA’S Board of Directors.
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In speaking with one of our new presidents a few days ago, he sounded a bit exasperated as he reveled (reveled?) in the reality that his company is busier than ever been before and that, in addition, his new role in the association hierarchy has him busier than ever before.

I can relate to that and I bet you can, too.

What is it this year? What is it that makes us all feel we’ve got so much on our plates? Is it the pent-up cabin fever ailment? The lousy weather across the country all winter hasn’t helped us get our usual chores done, the month of March has come and gone, and I’ve yet to get outside for any of my usual springtime activities. Is it Congress? Probably. We blame them for everything else and we’re usually right. Are we victims of our own success (more and more work because we’ve finally got agencies realizing our processes are the answer to their pavement needs vs shrinking budget issues) or are we suffering from trying to find more work (because not enough agencies have been convinced of the validity of our products)? Is it just plain demands on our time from administrative chores and bureaucratic mandates….more forms to fill out, more documentation for everything, no one taking a simple yes for an answer?

Hard to tell.

But no matter the reasons, we’ve all got a lot on our plates, and AEMA, ARRA, and ISSA are no different. In our case here, having a full plate is a good thing. It means our organizations are busy filling needs that really exist across our industries and throughout our market places.

We, meaning AEMA, ARRA and or ISSA, started the year with FP2 at the Transportation Research Board Annual Meeting, heard a terrific update on the NCAT Test Track Study from Buzz Powell, then played host to over 250 registrants at ISSA’s 2015 Slurry Systems Workshop. Not too many days later, we were off to Paris for the first ever Pavement Preservation & Recycling (World) Summit, an unqualified success from whatever perspective you choose to view it. Add in several Board, Committee, and Planning meetings and you have a flow of information and ideas exchange that could rival what you’ll see in Niagara Falls (600,000 gallons per second!) next October at the 2015 PPRA Fall Meeting.
From those meetings come “to do” lists. AEMA, ARRA, and ISSA are lucky indeed to have such teams of dedicated volunteers who keep coming up with ideas to make our businesses better and who are willing to put in the time to make them happen. Members who talk to other members, who develop strategic plans and alliances, who conduct regional seminars, who write new guidelines and books, who represent us at meetings of other organizations, who man our booths at trade shows around the country, who plan our programs, who respond to technical inquiries…….

The list is long this year as we move into Spring. AEMA, with its new strategic plan, will focus on market data collection and marketing, and will soon post a document entitled “Sampling, Handling, Transportation & Testing.” ARRA is working with FHWA on another In-Place Recycling Conference this summer, probably in the Northeast, has posted several recently-approved technical guidelines on its website, and perhaps the biggest news of all, has sent the all new Basic Asphalt Recycling Manual – 2nd Edition to the printer. ISSA is reorganizing its committees, working with AMRL on training with FHWA (Crack Treatment and Spreader Box Principles), and already at work with the 2016 Slurry Systems Workshop.

With two of our three association presidents this year headquartered in Canada, it seemed to make sense to have all three serve as program chairs for the 2015 PPRA Fall Meeting in Niagara Falls, Ontario, Canada (October 13 – 15). These fellows are off to a flying start with a marketing plan already in place, some speakers already committed, and preliminary registration and sponsorship details to be disseminated in just a few days. As an aside, when you receive this information, please remember to forward it to your colleagues and even your customers; the program content will be designed to show agencies why they should practice what we preach.

And please put this on your overflowing plates: Visit your profile on the AEMA, ARRA, and/or ISSA websites and make sure it is up to date. Your profile is the target to which we refer all pertinent inquiries and it is imperative that your information is current and accurate. No lecture here this time, but they can’t find you if they don’t know you’re there.

While you’ve got your browser open, take a look at www.dontletamericadeadend.com, and remember to like AEMA, ARRA, and ISSA on Facebook (yes, kinda corny, but it and Twitter are beginning to work for us).

Meanwhile, your staff here is tweaking its “to do” lists and putting out the biggest fires first. We’ve got auditors coming in a few weeks for our annual root canals as we, as non-profit entities, have to make sure all ducks are in a row to keep the IRS happy. Want to talk about this bureaucracy? Catch me sometime in a quiet moment. Then we’ve got all three Boards visiting in June for what always turns out to be a very productive series of meetings, and we’ll be coordinating what we hope will be several progress reports and requests from our various committees for Board action. We’re also working in a “man down” situation. With Diana Long’s retirement at the end of 2014, with input from AEMA, ARRA, and ISSA, we decided to proceed as a three-person staff instead of finding a new fourth, with a savings to our groups. We think we can continue the same level of service but, as we adjust, some chores and requests may take a bit longer.

Lastly, clear a spot on your plate, find a comfortable chair, put your feet up. Then please take a good read through this online newsletter and, with just the click of a button, forward it to others you know who may be interested. We’re experimenting with the graphics and layout and would appreciate your comments (example, would you prefer it in one-column format or two?). You can read this on your computer screen or you can open it in iBooks and read it on your phone or tablet. Relax, breathe deeply, enjoy.
New Year message from Yukio Yamauchi, Chairman of JEAA

The year 2014 showed signs of recovery for the economy in Japan, since the government’s boosting plan. For construction industry, the Ministry of Land, Infrastructure, Transportation and Tourism has been promoting the importance of maintaining of aged infrastructure. One example is increasing the fund for maintenance and an obligation of periodically monitoring for local road administrators. The public works is not “the waste of money but essential”. Meanwhile, PPRA Paris 2015 will be held in Paris in February. Maintenance and preservation is a worldwide trend and it is a good opportunity to expand the demand of asphalt emulsion. JEAA will continuously develop and promote asphalt emulsion to contribute the needs of the market.

Construction of Slab Track for Project Shinkansen – Injecting Cement and Asphalt Mortar
By Tetsuo Ono, Japan Railway Construction, Transport and Technology Agency

As of November 2014, three new projected Shinkansen lines are under construction in Hokkaido, Hokuriku, and Kyushu, and slab track is applied for all those Shinkansen lines. This type of track uses concrete slab under the rail instead of sleeper, and mortar with cement and asphalt emulsion (CA Mortar) is injected under the slab for structural support and vibration absorbing material. This article introduces construction procedure of slab track with CA Mortar, which has been widely accepted for Shinkansen line since 1970.

Introduction of Paper from 5th Eurasphalt & Eurobitume Congress (7)
By Overseas Documents Working Group, Technical committee, JEAA

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

A5EE-165 Reducing Emissions and Consumption of Virgin Aggregates Through Cold In-place Recycling.
B. Eckmann, F. Delfosse, E. Chevalier (France)
Questions and Answers
Technical Committee, JEAA

Questions from JEAA Members and answers from Technical Committee; 1) important point at the application of PKM-T (emulsion for trackless tack coat), 2) hazards, toxicity and safety of asphalt emulsion, 3) the reason of using MK (mixing grade emulsion) for fog seal in Japan

Topics and JEAA News

• 93rd Asphalt Seminar will be held in Osaka, in February 26-27, 2015. Focusing on “Future Management of Asphalt Pavement”, the experts from Ministry of Land, Infrastructure, Transportation and Tourism, Public Works Research Institute, Nara Prefecture, Yachiyo Engineering, Co., Ltd., Japan Asphalt Association, Japan Modified Asphalt Association, and JEAA will give a presentation.

• Asphalt emulsion produced amount by JEAA members in October 2014 is shown below:

<table>
<thead>
<tr>
<th>Division</th>
<th>Penetration Grade</th>
<th>Mixing Grade</th>
<th>Modified Emulsion</th>
<th>Total</th>
</tr>
</thead>
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<tr>
<td>Hokkaido</td>
<td>3552</td>
<td>652</td>
<td>963</td>
<td>5140</td>
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<td>616</td>
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<td>2887</td>
<td>1297</td>
<td>8894</td>
</tr>
<tr>
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<tr>
<td>Kyushu</td>
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<td>1143</td>
<td>9084</td>
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<tr>
<td>Okinaya</td>
<td>769</td>
<td>0</td>
<td>31</td>
<td>800</td>
</tr>
<tr>
<td>Total</td>
<td>48885</td>
<td>20042</td>
<td>10355</td>
<td>79282</td>
</tr>
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</table>
(Washington, D.C.)—The American Road & Transportation Builders Association (ARTBA) today outlined a detailed proposal it believes could end the political impasse over how to fund future federal investments in state highway, bridge and transit capital projects. The “Getting Beyond Gridlock” plan would marry a 15 cents per gallon increase in the federal gas and diesel motor fuels tax with a 100 percent offsetting federal tax rebate for middle and lower income Americans for six years. The plan, ARTBA says, would fund a $401 billion, six-year highway and mass transit capital investment program and provide sustainable, user-based funds to support it for at least the next 10 years.

“If our national leaders think they need to use budget gimmicks or ‘one-offs’ again to pass the surface transportation investment program the states need and the business community has been pleading for, then use those devices to provide a $90 tax rebate to middle and lower income tax filers to offset the cost to them of a 15 cent per gallon increase in the federal gas tax,” ARTBA President & CEO Pete Ruane said in announcing the plan. “Don’t use them to just prop up the program for a few years. That won’t resolve the structural damage that’s been done to the Highway Trust Fund, nor will it allow states to do the long-range capital planning that the nation needs.”

ARTBA has long maintained that an increase in user fees, specifically the federal motor fuels excise rate, is the most efficient way to resolve the Highway Trust Fund (HTF) cash flow problem—now about $15 billion per year—and raise revenue needed to fund expanded capital investments in freight mobility and traffic congestion relief over the next decade. That has also been the recommendation of two blue ribbon commissions mandated by the Congress and the National Commission on Fiscal Responsibility and Reform (Simpson-Bowles) appointed by President Obama.

But so far, the politics of a user fee increase has been a stumbling block. The proposed ARTBA plan addresses that.

ARTBA proposes marrying the first increase in the federal gas and diesel motor fuels tax rate

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Because CIR is the Future of Road Rehabilitation.
in 22 years with, if necessary, an offsetting annual gas tax rebate for middle and lower income tax for the length of the next surface transportation program reauthorization bill, which is due May 31.

Under the ARTBA plan, a single tax filer with an Adjusted Gross Income (AGI) of $100K or less would receive a $90 per year tax rebate—the average annual cost to them of a 15 cent gas tax increase. Joint filers with an AGI of $200K or less would receive a $180 rebate. ARTBA's analysis shows the rebate would completely offset the gas tax increase for 94 percent of American tax filers.

ARTBA points out that during the Bush Administration, Congress provided tax rebate checks of up to $600 for individual filers and $1,200 for joint filers in 2008. A similar tax rebate plan was enacted in 2001.

Ruane says it's up to the Senate Finance and House Ways & Means committees to figure out how to pay for the tax rebate. But the association offered one possible mechanism that has been elevated over the past year in the political discussion on highway and transit funding—a one-time federal repatriation transition tax.

The Obama Administration has proposed using a 14 percent transition tax on, what it says, is the up to $2 trillion of untaxed foreign earnings that U.S. companies have accumulated overseas to augment the existing HTF revenue stream and fund its $478 billion six-year transportation proposal.

Last year, former House Ways & Means Committee Chairman Dave Camp (R-Mich.) proposed raising $126.5 billion over 10 years through a repatriation transition tax for the HTF to fund an eight-year status quo surface transportation investment authorization as part of his comprehensive tax reform plan. This year, Rep. John Delaney (D-Md.) has introduced legislation to use deemed repatriation at an 8.75 percent tax rate to generate an additional $120 billion to the HTF for six years.

The ARTBA tax rebate proposal would require $103.3 billion over six years.

“Our proposal provides an answer for those who believe Americans are not willing or able to invest another $90 a year to improve their mobility and help keep the cost of just about everything they buy down,” Ruane said, noting traffic congestion increases the cost of transportation for businesses because time is money. “Those costs are being passed on to consumers.”

He noted the proposed additional gas tax cost over a year “is less than we all pay each month for cell phone service.” He added, “I submit the mobility we get from our modest, individual contributions to transportation infrastructure improvements is an outstanding return on investment.”

In modeling its plan, ARTBA used the U.S. Energy Information Administration’s 2014 forecast for domestic motor fuel consumption and vehicle miles traveled over the next six years, the Federal Highway Administration’s (FHWA) data on the volume of motor fuel taxed, the U.S. Bureau of Labor Statistics inflation forecast, the U.S. Census Bureau’s population projection, and U.S. Treasury Department and Internal Revenue Service tax collection and filing data.

ARTBA says a 15 cent motor fuels increase would generate an additional $27 billion per year for HTF investments. The association’s model shows that would end the eight-year HTF revenue crises cycle.
With the additional revenue, ARTBA says, the existing core highway and transit programs would keep pace with forecasted inflation. Given that the FHWA forecasts truck traffic will increase 56 percent between now and 2040, ARTBA recommends using a significant portion of the remaining newly generated user revenue—about $12 billion per year—to fund federal investments in multi-modal capital projects that upgrade the U.S. freight network and help reduce traffic congestion bottlenecks on it.

“Two years ago with MAP-21, Congress did its job and enacted significant highway and transit program reforms that help ensure, going forward, federal investments are strategic, data and performance-driven, transparent and utilized with accountability,” Ruane said. “MAP-21 also set the stage for a new strategic initiative to upgrade the U.S. Freight Network with capital projects that have national and regional significance. The only thing lacking was the funding to move forward. This plan provides it.”

The ARTBA executive also pointed out the proposal “gives the Congress additional time to fully explore, and if deemed appropriate and workable, transition to other user-related mechanisms that have been discussed for funding future transportation infrastructure investments—like dedicated energy development fees, per barrel or refinery fees, VMT fees or Interstate tolling.” “Meanwhile, state programs and the mobility of U.S. businesses and all Americans won’t be held hostage to indecision in Washington,” he added.

“We hope this is helpful to Congress and the Administration as they get serious about a real solution that doesn’t just dig out of the huge hole that has been created, but also starts making the bold capital investments necessary to help U.S. businesses and show Americans real results. If there is a better plan out there that puts the surface transportation program back on solid ground over the next 10 years with a sustainable growth trajectory, then let’s move on it now. The time for cogitating and fretting is over. The clock is ticking.”

# # # # #

For a one-page summary and supporting data detailing the ARTBA plan—the assumptions, data and information resources utilized to prepare the computer model and annual revenue projections and program authorizations made possible—visit www.artba.org/GettingBeyondGridlock.
The 2015 ISSA Slurry Systems Workshop saw a return to the Texas Station Hotel & Casino. The workshop consisted of three days of comprehensive curriculum, topnotch speakers, detailed hand mix sessions, sponsor-hosted receptions, and attendees from a wide range of agencies, companies, states, and countries. The beautiful weather of Las Vegas also allowed for an amazing outdoor demonstration.

More than 260 participants enjoyed the classes throughout the entire workshop, people gathered in groups to network, share ideas, problems, and solutions, and surprisingly, even managed to assemble a fairly large class right through to the very last speaker. The workshop drew to its normal conclusion, with registrants turning in their speaker evaluation forms in exchange for their logos of all 19 workshop sponsors.

The attendee gathered under the gorgeous Nevada sunshine as the demo team, led by Chuck Ingram (Slurry Pavers) and Howie Snyder (Vance Brothers), staged crews and equipment, and kept the show going even as a blown generator threatened to derail the show.

With the challenge every year of the rising cost of producing the workshop, our primary focus has been to find creative ways to keep the registration fee as low as possible. And this is where the sponsors come in, all ISSA member companies giving back to the industry they serve, all in the
Let’s take a moment and recognize the amazing companies who have sponsored the ISSA Slurry Systems Workshop:

- AkzoNobel Surface Chemistry, LLC
- American Pavement Preservation
- BASF Corporation
- Benedict Slurry Seal
- Bergkamp, Inc.
- Crafco, Inc.
- E.D. Etnyre Co.
- Ergon Asphalt & Emulsions, Inc.
- Heritage Research Group
- Intermountain Slurry Seal
- MWV - Asphalt Innovations (MeadWestvaco)
- Petrochem Materials Innovation
- Rayner Equipment Systems
- Slurry Pavers
- Vance Brothers, Inc.
- ViaSun Corporation
- VM Fiber Feeders, Inc.
- VSS Macropaver
- Western Emulsions

If you run into any representatives of these companies, please offer your appreciation, too, for their support of ISSA and the Slurry Systems Workshop.

Set your Google, Outlook, smartphone, and calendar reminders now for the 2016 ISSA Slurry Systems Workshop January 19-22, 2016 back at the Texas Station Hotel & Casino in Las Vegas. Be sure to visit slurry.org/ssws2016 to get all of the latest information on registration, booking your hotel, and our great speakers and sponsors.
SSWS 2015
PHOTO GALLERY

PICTURES
This first edition of the Pavement Preservation and Recycling Summit allowed us to set the stage. It confirmed:

1. Preserving our road networks is a truly international concern shared throughout the world. We heard from Africa, the Americas, Asia, Australia and Europe;

2. There is convergence of views about the need for taking action;

3. A number of initiatives are being taken by road authorities and the road industry as regards new materials, asset management, financing, contracting, etc. Experience sharing and benchmarking, which is what we tried to achieve with this event, is of outstanding value.

PPRS2015 shouldn’t be a one off event. We should collectively build on this investment. Of
RoadSaver II
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The first “Green” slurry and micro surfacing machine.
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PPRS2015 shouldn’t be a one off event. We should collectively build on this investment. Of course it will be the responsibility of the different organizations that made this event possible to define their involvement in future actions. But I am confident you will soon hear about PPRS again.

In my view, there would be large benefits in establishing a continuous action, and not simply replicating a large event every four years, by monitoring the progress on a number of focused issues. If I were to select one, I would pick communication.

In this room everyone is convinced that preservation of the road transport system is a necessity for a sustainable development. But first we have to convince the general public, the media and the politicians. This is not a voice for a road lobby, but indeed for the benefit of our communities and our economies. Our ability to communicate has a direct impact on decision-making, not only regarding allocation of budget, but also acceptance of funding schemes, and acceptance of new or rehabilitation projects.

“PPRS was a great conference to interact with professionals from around the world. To hear about how pavement recycling is performed around the world in ways and scales we don’t typically do in North America was very informative.

Todd Thomas, Colas Solutions, Inc.

As stressed this morning by one of our speakers from South Africa, Alek van Niekirk: we have to make a social issue of transport.

For example, saving one hour in road transport daily not only means saving a few Euros of the driver’s time, it is also one hour people can enjoy with their family with their children or for a longer night sleep. It is a benefit for the individual and a greater benefit for the whole family.

Let us re-examine the way we are communicating.

Another personal view I’d like to share with you. The natural tendency is to focus our attention on main roads, highways or motorways. Local roads should be placed higher on the agenda. This is where the backlog is the largest. Remember the examples from the newspapers shown during my opening speech. Local roads are of interest for everyone, not just car drivers but also pedestrians, cyclists, public transport users; all of them experience daily the deficiencies in road maintenance.

Before ending this speech and closing the congress, I would like to bring to the stage the two persons who worked intensively and very closely with me over the last few months in preparing this congress: Jean-Claude Roffé and Etienne Lebouteiller.

Finally, we started with music: we drove along “Route 66” and “Hit the road”. Music provides momentum, so let us close with music. As you return safely home and to business, let’s get “On the road again”.

AEMA-ARRA-ISSA Newsletter | 2015 Issue #1
Using a rotary mixer just makes more sense. The RM500B grinds up existing pavement and mixes it in place with base materials and any other specified remedial agents.

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

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

The RM500B is the greener, cost effective alternative for road rehabilitation. Check out the RM500B at your local Cat® dealer today.

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In-place recycling methods have become popular with transportation agencies who want to focus on the use of sustainable, cost-effective, and environmentally conscious construction practices. These methods could offer a viable alternative to the more traditional rehabilitation techniques used on asphalt-surfaced pavements because practice has shown them to provide good product value for relatively low construction costs. In-place recycling generally involves milling existing pavements, mixing the milled material, adding heat and/or rejuvenators or additives, and immediately repaving using the processed recycled material.

In a new study sponsored by the Federal Highway Administration (FHWA), Illinois Center for Transportation (ICT) researchers, in collaboration with researchers from the University of California–Davis and Rutgers University, will assess total energy use involved in the primary two in-place recycling techniques: hot-in-place recycling (HIPR) and cold-in-place recycling (CIPR). A number of factors will be taken into consideration in the assessment, including equipment operation, fuel consumption, transportation, materials production and handling, and reusability of reclaimed aggregates. The same information will also be gathered for conventional paving for the purpose of quantifying any differences between the two approaches.

A life-cycle assessment methodology and framework will be developed to help guide agencies in making rational decisions when identifying the environmental determinants associated with in-place recycling methods and when comparing these methods with conventional rehabilitation methods. The environmental burdens of pavements rehabilitated using HIPR and CIPR will be analyzed throughout their life cycles.

“We will gather, analyze, and distill data to determine the total energy use of various in-place paving methods and compare that to conventional paving,” says Hasan Ozer, research assistant professor in the Department of Civil and Environmental Engineering, University of Illinois at Urbana-Champaign. “Data will be collected from states and contractors, a life-cycle inventory will be developed, and a user-friendly tool will be created for development of a generalized methodology for in-place recycling techniques,” adds ICT director Imad Al-Qadi, Founder Professor of Engineering in the Department of Civil and Environmental Engineering at Illinois, who serves as principal investigator for this study.
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And if you need help, we will send our own trained technician to your facility to service your mill. Moreover, we can provide factory rebuild service if that is ever needed.

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In spite of the demonstrated success of these techniques, the researchers expect to face quite a few challenges during the course of the project—namely, the variability of life expectancy and performance of applied in-place techniques, the lack of regional life-cycle inventory databases, and the uncertainty and variability of data associated with in-place recycled pavement.

In addition to Al-Qadi and Ozer, participating in this research effort are Marshall Thompson, professor emeritus in the Department of Civil and Environmental Engineering at Illinois; John Harvey, chair of the Transportation Technology and Policy Graduate Group at UC Davis and the Institute of Transportation Studies; and Hao Wang, assistant professor at Rutgers School of Engineering.

“As more technologies and their advocates are recognizing the importance of sustainability, it is imperative that we have good analyses to properly evaluate them,” says Harvey.

The study, titled “A Life-Cycle Methodology for Energy Use by In-Place Pavement Recycle Techniques,” is expected to be completed by the end of 2016.

Agencies interested in reducing energy use, transportation costs, and greenhouse gas emissions are increasingly implementing pavement recycling strategies.

# # #

Originally published by the Illinois Center for Transportation, January 2015. Used with permission.
As a result of the Mid-Term elections in November, 2014, the Senate leadership in the Environmental and Public Works committee changed when the new Congress was seated in January, 2015. Senator Inhoff (R-OK) replaced Senator Boxer (D-CA) as Chair of the Committee. In the House, Representative Shuster (R-PA) will continue as Chair of the Transportation and Infrastructure Committee. We will continue our work in Washington to emphasize the need for a long term, fully funded bill that will be directed to preserve our pavement infrastructure, provide jobs, and allow agencies and equipment manufacturers the ability to plan for future work. Our most recent information from the Hill is that Rep. Shuster is working closely with Rep. Ryan (R-WS) to formulate a tax reform plan that would include a way to permanently (if that is ever possible in Washington) fund the Highway Trust Fund. However, this will take some time and the feedback is that there will be another extension to MAP-21 since the current one expires in May 2015. Another item that will most likely be dealt with before transportation reauthorization is the FAA bill which is currently under consideration.

In addition to the next transportation legislation, the NCAT/MN Road collaboration provides the pavement preservation industry a wonderful opportunity to document performance characteristics and the life extending benefits of treatments in diverse climates and under different loading conditions. Both agencies have a long history of pavement research and are well respected. As a result of the preservation activities at NCAT the past three years, additional states have indicated support will be required from FP2 Inc. in order for us to have a seat at the table like we had during the last NCAT cycle but we are assuming it will be near the amount for the 2012 cycle which was $360,000 for the three-year study. Both NCAT and MN Road are approaching states to contribute to pooled fund studies to fund the work, the more states, the less the contribution.

As a result of the next transportation legislation and the NCAT/MN Road collaboration, FP2 will need to obtain additional contributors to help support our financial needs to participate in these activities. Mike O’Leary has agreed to help in this effort. With your help in recruiting new contributors, we can make a difference.

Speaking of making a difference, FP2 Inc. was a co-sponsor of the Pavement Preservation & Recycling Summit, also known as PPRS Paris 2015, which was held in Paris, France February 22-25, 2015. An extensive technical program was developed by the Technical Committee and special events were planned as part of the meeting by the Organizing Committee. If you didn’t attend, you missed a fantastic meeting. Close to 1,000 delegates from around the world attended, the technical sessions were jam packed, the exhibit area was overflowing, and the highlight of the event (at least to some of the attendees) was the dinner and show at the Moulin Rouge!

FP2 Inc. continues to provide funding for the four regional pavement preservation partnerships. In addition to that, the AASHTO TSP-2 program and FP2 Inc. are beginning to plan for the Second National Pavement Preservation Conference to be held in Nashville, TN in 2016. Committees are now being formed to organize technical sessions and demonstrations of preservation techniques for both flexible and rigid pavements.

FP2 Inc. will continue to work closely with the Federal Highway Administration to expand the preservation effort.
Over 1,000 attendees, representing over 460 of the world’s leading companies in the pavement preservation and rehabilitation industries, gathered in Paris, France, to participate in the first Pavement Preservation & Recycling (World) Summit. Held on February 22 – 25, 2015, the gathering heard more than one hundred forty speakers over the three-day period. The Pavement Preservation & Recycling Alliance (AEMA, ARRA, ISSA), the IBEF and the FP2 Inc. joined their efforts to gather stakeholders and experts in a forum aimed at disseminating the best practices worldwide and promoting their specific knowledge. This event also marked the 11th combined annual meeting of the Asphalt Emulsion Manufacturers Association (AEMA 42nd Annual Meeting), the Asphalt Recycling & Reclaiming Association (ARRA 39th Annual Meeting), and the International Slurry Surfacing Association (ISSA 53rd Annual Convention).

The meeting highlighted topics and discussions about asset management, economic impacts, social expectations, tools & methods for acquisition processing and management of road assets, funding, and sustainability. Registrants, who chose to attend this historic event, heard presentations from numerous industry experts and leaders including the following:

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

Copies of most presentations are available at PPRS 2015 Presentations Are Online.
UPDATE OF ARRA TECHNICAL DIRECTOR’S ACTIVITIES

STEPHEN A. CROSS, ARRA TECHNICAL DIRECTOR

As you have seen in other articles in this newsletter, ARRA had its annual meeting in Paris, February 22-25, 2015 at the 2015 Pavement Preservation and Recycling (World) Summit. The Pavement Preservation & Recycling Alliance (AEMA, ARRA, ISSA), the International Bitumen Emulsion Federation (IBEF) and the Foundation for Pavement Preservation (FP2) joined their efforts and means for gathering stakeholders and experts in a forum aiming at disseminating the best practices worldwide and promoting their specific knowledge. I believe it is safe to say that the meeting exceeded everyone’s expectations. ARRA had one session at the meeting with five presentations. Topics included an update of ARRA activities including the new BARM and ARRA best practice guidelines, an update by Dr. Charles Schwartz of the University of Maryland on the NCHRP 9-51 project on mechanistic-empirical material properties for CR and FDR, recycling 100% RAP mixtures in France by Andre Clarac of Colas, cold central plant recycling in China by Dr. Sun Bin of Beijing Saint Ground Highway Tech Co. and combining CIR with CCPR on a project in Utah by Darren Coughlin of Coughlin Company, Inc. Our presentation room seated 200 and every seat was taken throughout the session. Overflow areas were available where participants could view the presentations via closed circuit television and these were well utilized as well. The AEMA and ISSA sessions experienced the same overflow situations. International interest in pavement preservation and in-place recycling is obviously very high. Links to these presentations will be available on the ARRA website.

The new BARM has been sent to the printer. Preprinting orders were high so we increased our original estimate of printed copies. There will be ordering information available on the ARRA website, www.ARRAn.org. The second edition of the BARM was necessary to keep up with the substantial improvements in equipment, materials and construction methods over the last 13 years. These improvements and developments are ongoing; therefore, a method was needed to keep the information current without having to update the BARM every two or three years. To address this, ARRA’s Committees on Research and Education (CORE) are developing guideline series that will address current recommendations on construction practices, mix design practices and construction quality control procedures. The guidelines will consist of four series:

- 100 Series covering construction best practice guidelines
- 200 Series covering best practices for materials sampling and mix design
- 300 Series covering best practices for construction quality control sampling and testing
- 400 Series covering project selection

The CORE committees are working to have the 100, 200 and 300 series completed by the end of the year. The table below shows best practice guidelines and their current status. These documents will be posted on ARRA’s web page where they can be revised and updated as advancements in technology occur. The guidelines will be made available to anyone by download from the ARRA website by clicking on the RESOURCE tab on the main page and then clicking on Guidelines.
The 2015 World of Asphalt Show & Conference was be in Baltimore, MD March 17-19, 2015. ARRA had four presentations in two sessions of the education program. Sessions will cover hot in-place recycling, cold recycling, full depth reclamation and information on the new BARM and ARRA’s Guideline Series.

On the training front we are assisting the Transportation Curriculum Coordination Council in the development of web based training courses for hot in-place recycling and full depth reclamation. The hot in-place recycling course is nearing completion and work has started on the full depth reclamation course. These courses will join the cold in-place recycling course (NHI No. 134114) that can be found at [www.nhi.fhwa.dot.gov](http://www.nhi.fhwa.dot.gov) or [www.tccc.gov](http://www.tccc.gov). Links are available on the [ARRA web page](http://arranet.fhwa.dot.gov).
The 2015 ARRA Special Recognition Award was awarded to Chris Traini for his continued commitment to Cold In-Place Recycling (CIR) in Middlesex County, Ontario. Chris is the County Engineer for Roads and was nominated by Nicholas Cifelli, Technical Services Manager – Pavement Products, Miller Paving. Chris who manages the $19-million-per-year budget to maintain the county’s 800 centreline kilometres of road. He has been with the county for 15 years.

Middlesex County has one of North America’s longest running in-place asphalt recycling programs and has been performing CIR on its roads successfully since 1995. Since then, approximately 340 kilometres have been remediated using CIR with yearly workloads averaging 16 – 35 km / year. The county has 90% rural roads averaging 2000 – 3000 cars/day, but includes arterial roads with heavy truck and farm traffic, and commuter routes that can reach 20,000 cars/day.

Chris has shown continuous commitment to CIR over the years and for good reasons. Prior to CIR, the county would see reflective cracking return 6 months after conventional rehabilitation was done. Since making CIR part of a perpetual pavement program in 1996, the county is seeing
improved longevity, reduced cracking even in composite pavements, and significant cost savings. After doing CIR on a roadway with 100 mm of existing asphalt and capping with 40mm – 50mm hot mix, Chris is finding that the road performs well for 20 years. It is then overlaid with a single lift of hot mix, and performs well for another 20 years, when it is recycled with CIR again. He is almost at the point where half of the county’s roads will have been recently done with CIR, and the other half will be getting their second overlay – a truly perpetual pavement program!

A 15-kilometre stretch of Highbury Avenue showcases the benefits to the county. This road sees 8000 cars/day and serves as a main route from Highway 401 to towns in the county. Originally done with CIR emulsion in 1999, a survey this year showed no cracks and a Pavement Condition Index of 80. Chris thus has this road scheduled for rehabilitation in 6-10 years.

Dundas Street is the heaviest travelled road in the county, and was originally done with CIR in 1999. It sees 16,000 cars/day, as well as heavy truck traffic from industry in neighboring towns/counties. The 4-lane section for 8 kilometers in the county was redone with CIR in 2013, and Chris is satisfied with the performance.

The county has also assumed 80 km of composite roads, which have asphalt over concrete base, from the provincial government. Chris has successfully used CIR to mitigate cracking at the slab joints. CIR has also eliminated the need for HL2 padding and the 2-inch sand caps that used to be part of his road rehabilitation for this type of pavement.

Chris has faced some challenges over the years with CIR. In 2009, the county opted not to remove crack sealant before doing CIR on a main arterial road. The particular type of crack sealant was so elastic and robust that it did not break up in the milling machine. Some small pieces, which ended up in the mat, caused some pop-outs to show in the surface. After several delays to remove the long lengths from the paver and CIR mat, a crew was eventually sent ahead of the CIR train to remove the crack sealant from the roadway. Chris has now stopped using crack sealant in the county, because since using CIR, any cracks that appear remain static and do not seem to grow into long cracks that require sealant.

The county has also faced challenges when trying to use CIR to correct for crossfall and super-elevation in some areas. In some cases, they have run out of material while trying to add height to correct the slope of road. In an area with 3 reverse curves that Chris hoped to correct with CIR, he placed an HL2 sand skim over the CIR surface after running out of CIR material. Now, profiling before CIR has mitigated this from happening.

Thanks to Chris’ efforts, the future looks bright (or is it dark?) for CIR in Middlesex County. Chris plans to use CIR on 16 – 35 km of road per year for the next 5 years, and will likely recycle half of his road network over the next 20 years, with a schedule that can be adjusted as traffic volumes change. Using CIR has eliminated a mid-life overlay of HL3 or HL4, reduced the need for sand pads, and consumed much less virgin asphalt than would have been needed otherwise. Chris conservatively estimates savings of $20,000 / km over his entire road network, and notes that CIR has been great for major arterial roads with truck and agricultural traffic. He champions this program at local council meetings, and has promoted it so well to larger neighboring counties that they too have developed successful CIR programs.

Congratulations to Chris Traini from Middlesex County for being awarded the 2015 ARRA Special Recognition Award for his work with Cold In-Place Recycling. Over the past 20 years, CIR has increased pavement longevity, reduced cracks and the need for crack sealant, and yielded significant cost savings for the county.
The International Slurry Surfacing Association (ISSA) is pleased to announce the presentation of its 2015 President’s Award for Excellence to ISSA member VSS International, Inc., of West Sacramento, California. The announcement was made during ISSA’s 53rd Annual Convention, held in Paris, France; the award was presented by ISSA President Christine Deneuvillers, Director General of Vectra.

ISSA’s annual President’s Award is presented in recognition of contracting achievements which exemplify the highest quality of workmanship, and compliance with the best standards of practice. Roadway projects submitted for consideration are judged on the merits of utility, appearance, schedule completion, customer satisfaction and safety. ISSA member VSS International, Inc. qualified for the Award after completion of its work with County of San Diego, California on their 2014 County Slurry Seal Project, County Project No: 1018359.

San Diego County is one of the most diverse, and geographically sprawling Counties in all of California comprised of desert, mountain ranges, valleys, rivers and approximately 120 miles of ocean front property. San Diego County has a long history of using pavement preservation products and has its own specifications for these techniques. The scope included both urban and rural arterial and residential roadways and this contract consisted of both Type II and Type III Slurry Seal applications on approximately 60 roadway locations scattered over 12 geographical areas located throughout 5 County Districts. Type II or Type III slurry seal applications were determined by condition of existing roadway and daily traffic volumes. A total of 470,031 square yards of pavement received pavement preservation treatments. Just as many of the roadways varied in size and traffic volume,
there was similar variance in the types of pavement deficiencies in the existing pavement ranging from major block and alligator cracking to potholes requiring base repairs. Most, if not all of these locations were treated with crack sealing or asphalt repairs prior to the application of slurry seal.

San Diego County has a long history of utilizing preservation techniques, and they have very high expectations combined with the demands of the local, and sometimes vocal traveling public which at times created an incredibly challenging work environment. Both the County and the local residents set the bar for success very high for any contracting team.

This was a very complex project requiring 12 different staging areas with some of the work locations over 2 hours apart which made the notification and mobilization process very challenging. Some areas did not have sufficient water sources requiring that potable water be imported from other areas. VSSI was required to notify all impacted parties at least 5 days in advance and again within 48 hours of the work. Superior resident notification, communications with all shareholders and maintenance of traffic procedures. The distance and geography of the region made it imperative that daily production schedules not change.

Efficient planning and razor sharp execution was required to synchronize the resources necessary to productively place approximately 450,000 square yards of slurry treatments on roadways at 10-12 different locations scattered throughout the County. The number of, and distance between, staging areas presented many logistical & operational challenges as VSSI coordinated the proper quantities of materials needed at each site to produce a finished product of highest quality while maintaining impressive daily productions rates. VSSI’s experienced personnel rose to meet every challenge, every shift and created a favorable legacy for future low bidders in San Diego County to follow by finishing ahead of time, under budget and zero failures resulting in an extremely satisfied client. There were no lost shifts due to weather, equipment downtime other issues. Excellent communication with all involved and good field supervision led to project success and the project was executed flawlessly as planned.

San Diego County implemented a Contractor Quality Control Program (CQCP) unlike any other QC Program seen in the industry. The county also required approved independent testing laboratory & personnel needed to adequately provide for the production of acceptable materials. The goal was to provide sufficient information to assure both Contractor & Agency that the specifications are being met.

Accepting the award for Valley Slurry Seal was Doug Hogue, Vice President, VSS Macropaver (sister company to VSS International, Inc.).
WORLD OF ASPHALT 2016
AND A YEAR A OF FIRSTS
MEREDITH KENNEDY

This past year has been a year of firsts for me. My first Spring Board Meeting; my first PPRA Fall Meeting; my first Slurry Systems Workshop. Each one was a great new experience. It was also my first visit to World of Asphalt. They, too, had many firsts to celebrate. The first time their attendance totaled over 7,600 guests. The first time they had over 450 exhibitors and used over 135,000 square feet of exhibit space. And finally, the first time they have topped 10,000 education session tickets sold! What a great time I had, manning our associations’ booth with some of our members who generously donated their time to speak with attendees not only about our associations and what they do, but about specific industry questions as well. The knowledge I gained just from listening to these conversations was vast to say the least.

Needless to say, I have enjoyed my first year getting to know the associations, the industry, and most importantly, the members. I am looking forward to many more to come.
• International industry presence

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

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

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

• For a complete list of our Committees Click Here

• For a complete list of our Members Click Here

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

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

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

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

• For a complete list of our Committees Click Here

• For a complete list of our Members Click Here

• Recommended Performance Guidelines – Available for download free of charge

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

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

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• For a complete list of our Committees Click Here

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

### 2015

**Apr 19 – 23**  
NACE – www.countyengineers.org - Hilton Daytona Beach Oceanfront - Daytona Beach, Florida

**Aug 30 – Sep 2**  
APWA – www.apwa.net - Phoenix Convention Center, Phoenix, AZ

**Oct 13 – 15**  
PPRA 2015 Fall Meeting – www.ppralliance.org - Sheraton on the Falls – Niagara Falls, ON, Canada

### 2016

**Jan 10 – 14**  
TRB 95th Annual Meeting – www.trb.org - Walter E. Washington Convention Center - Washington, DC

**Jan 19 – 22**  
Slurry Systems Workshop – www.slurry.org - Texas Station Hotel & Casino – Las Vegas, Nevada

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

**March 22 – 24**  
World of Asphalt – www.worldofasphalt.com - Nashville, TN

**Apr 24 – 28**  

**Oct 11 – 14**  

**Nov 1 – 4**  
AEMA ISAET – www.aema.org - Hyatt Regency Crystal City, Arlington, Virginia

### 2017

**Jan 8 – 12**  

**Jan 23 – 26**  
Slurry Systems Workshop – www.slurry.org - Texas Station Hotel & Casino – Las Vegas, Nevada

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

**Mar 7 – 11**  
Con Expo – Con/AGG – www.conexpoconagg.com - Las Vegas Convention Center, Las Vegas, NV

### 2018

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

**Mar 6 – 8**  
NCAT Pavement Test Track Conference - The Hotel at Auburn University & Dixon Conference Center
Organized under the auspices of the International Bitumen Emulsion Federation, this symposium, spawned by the “First World Congress on Emulsions” held in Paris, France, in 1993, will be the sixth of a series of symposia dedicated to the international asphalt emulsion industry. As with the World Congress on Emulsions, these symposia are held at four year intervals.

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

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

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

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

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

SUBMISSION OF SYNOPSIS

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

The synopsis submission deadline is October 1, 2015.

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

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

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

PEER REVIEW AND EDITORIAL PROCESS

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

Inquiries should be addressed to:
ISAET '16
Asphalt Emulsion Manufacturers Association,
#3 Church Circle PMB 250
Annapolis, MD 21401 USA
Telephone (410) 267-0023
Fax (410) 267-7546
Web www.aema.org
Email krissoff@aema.org

AUTHOR’S SCHEDULE
Submission of Synopsis........................................... October 1, 2015
Invitation to Prepare Papers ........................................ December 1, 2015
Submission of Draft Paper ........................................ April 1, 2016
Notification of Acceptance for Publication..................... July 1, 2016
Final Manuscript Due ............................................. August 1, 2016
PowerPoint Presentation .......................................... August 1, 2016

Synopsis submission to: gaylon.baumgardner@ptsilab.com copy: krissoff@aema.org
Slurry Systems Workshop
Jan 19 – 22, 2016

Industry Related Presentations

Hands-On Training Sessions

Live Outdoor Demonstrations

2016 Slurry Systems Workshop
Texas Station Hotel & Casino
Las Vegas, Nevada
slurry.org/ssws2016