Hey buddy, spare some change?
Mike Krissoff
Executive Director, AEMA, ARRA, ISSA

Forgive me for the clichés that are bound to appear in this missive, but change is in the air at our association headquarters operation.

To improve is to change; to be perfect is to change often.
Winston Churchill

Many of you knew Lisa Cerone, our stellar longtime Director of Member Services. Lisa resigned in January, just before the Slurry Systems Workshop. We wish her well, and we’re taking the opportunity to make some changes here in the office, we’re giving up some of our old, more comfortable ways of doing things and, partly by necessity and partly by design, we’re changing to new systems, new practices, new responsibilities, and new ideas. And with that comes new personnel, and we’re pleased to welcome Meredith Kennedy to our team. See page 5 to learn a little about Merri and what we hope she brings to all of us.

If you do not change direction, you may end up where you are heading.
Lao Tzu

ARRA is in the final stages of changing its core publication, the Basic Asphalt Recycling Manual. With Technical Director Steve Cross leading the charge, and his technical subcommittee chairmen and key FHWA personnel involved all the way, the new BARM, not just a re-write or an edit, but a brand new book, should be available in a few months. And while it sounds like more of the same, the ARRA/FHWA In-Place Recycling Conference continues, this time in the Western states,

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- JEAA Bulletin
- List of Key Websites
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- Master Calendar of Upcoming Events
- and much, much more!
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Notes from Headquarters

On April 3rd, we sent an email announcing the NEW websites and asking for your updated information for our Membership Directories. Please be sure to use this opportunity to update your profile.

Check that email for instructions on how to update your company's listing on our website. This database will be what builds the 2014 - 2015 edition of your Membership Directories.

Please take a moment to check your company's listing at either aema.org/member or arra.org/member or slurry.org/member if changes need to be made.

Please ensure your profile is current and additions are made by Monday, April 30, 2014.

Interested in advertising? For rates and instructions for advertising in the Membership Directories, please contact Meredith Kennedy at kennedy@krissoff.org or 410-267-0023.

You will find this link http://pprsparis2015.com in the newsletter on page 44. Check it out for the latest news about PPRS Paris 2015.

Continued on page 4

The first 2012 Economic Census Report has been released. Last year around this time, we ran information about the importance of your participation in the 2012 Economic Census. Businesses got the word about the importance of the Economic Census, and the first report is now available.

The 2012 Economic Census Advance Report is now available at business.census.gov and will be in American FactFinder. This report highlights national-level data for over 100 industry groups, including number of establishments, revenue, payroll and number of employees. Visit the Advance Report page to view the data here: http://www.census.gov/econ/census/help/sector/core_business_statistics_series.html?eml=gd&utm_medium=email&utm_source=govdelivery. Additional releases of detailed industry and geography statistics will be released over a two-year period, through June 2016.

Pavement Preservation & Recycling Alliance

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

It has been brought to our attention that some of our members are not receiving emails regarding association events and updates due to the e-mails being blocked by spam filters and firewalls. We use an e-mailing service, Constant Contact, and in Issue 2013 #1 on page 28 we provided a few suggestions as to how to ensure you receive our updates in the future. You can find this issue on our websites under "Current Newsletters" or use these links:

http://www.aema.org/resources/receive-our-emails/
http://www.arra.org/resources/receive-our-emails/
http://slurry.org/about-issa/join-issa/receive-our-emails/

The Associations do not endorse products, services or manufacturers. Trade or manufacturers’ names appear herein solely within context and because they are considered essential to the object of the article or reference.
Roger Pemberton

Roger A. Pemberton, 75, of Flatwoods, KY passed away peacefully Sunday, February 2, 2014.

Roger was the 1985 recipient of 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. He also served on the AEMA Board of Directors from 1992-1994.

Born on April 23, 1938 in Ashland, KY, Roger Pemberton retired from Ashland Oil after 35 years of service. He was a veteran of the US Air Force. Roger enjoyed hobbies such as music, reading, traveling, his special dog “Penny” and was an avid UK and Russell High School sports fan, but most of all he enjoyed spending time with his family and friends.

He is survived by his wife of 48 years Bonita Pemberton of Flatwoods, KY, three sons; Robert Pemberton and (Mary Fletcher) of Ashland , KY, William (Raymona) Pemberton of Ashland, KY, and David (Teresa) Pemberton of Ironton, Ohio, one brother Clyde Eugene Pemberton of Frankfort, KY, two sisters; Beulah Bryan of Virginia Beach, VA, and Patricia Fannin of Ashland, KY, nine grandchildren and one great-grandchild, and many nieces, nephews, cousins, friends and family that will miss him dearly.

A graveside service was held on February 6, 2014 at Bellefonte Memorial Gardens.

In the trade press:


Paving it Forward, UDOT uses CIR to extend life of its roads, by Jessica Stoikes, assistant editor

Paving Innovations, At Stewart International, the Sky’s the Limit, After a major airfield rehabilitation and terminal expansion through 2015, the sky will be the limit for Stewart International Airport north of New York City and the airfield contractor doing the work


Cold Mills Help Delta Grinding Salvage Smoothness Bonus, A California milling subcontractor uses its new Wirtgen cold mills to help its paving prime contractors meet new Caltrans smoothness specs and win bonuses

Dunn Performs Urban CIR in Illinois, Using a more compact cold in-place recycling train, the company overcomes several challenges in the town of Streator, by Lisa Cleaver, Editor


Asphalt Addresses Silica, The asphalt pavement industry moves forward with OSHA’s new proposed silica standard, by Howard Marks, Ph.D.


Once in place …, First recycling effort in PA, NJ, turns heads, by Bill Wilson, Editorial Director
Meet Merri

Meredith Kennedy, Program Assistant

April 1 (no joke) marked Meredith Kennedy's first day on the job as AEMA, ARRA, and ISSA's new Program Assistant.

Raised in the Annapolis area, her love for all things water, sports and events began. After the University of Maryland and the Baltimore International Culinary School, she began her professional career in the catering and special events industry. Her next 15+ years were spent in a variety of venues, from hotels to Las Vegas casinos, from private catering companies to a professional football stadium.

Now ready for a change, Meredith is looking forward to bringing her knowledge and experience into a new forum. In her free time, she enjoys spending time with her friends and family, especially her niece Emma. Reach her at kennedy@krissoff.org.

Out and about with Mike Dougherty

Mike Dougherty gets a "Selfie" with Bergkamp Inc.'s Rex Eberly at CONEXPO

CONEXPO - VSS Macropaver's John Birchall, and Doug Hogue on either side of our Online & Social Media Marketing Manager aka Mike Dougherty

More CONEXPO - Mike Dougherty caught this shot of the Wirtgen display area.
AEMA President’s Message

Mark McCollough, Asphalt Materials, Inc.

We are just getting back from the AEMA/ARRA/ISSA annual meeting in Miami, Florida. Thanks to Mike Krissoff and his team for putting together another great meeting. This year’s meeting was especially refreshing since we have endured such a long, cold, and snowy winter in the Midwest. It was great to be outside, see green plants, and experience temperatures 80 degrees warmer than what we have been suffering through.

The AEMA board was dealing with a number of issues during this meeting but the most important by far were discussions involving the AEMA strategic plan. It has been quite a few years since we updated the plan and debated what the association should be about. I think we are at critical juncture in the road construction industry, an inflection point. Several forces are coming together at the same time; the age of the road infrastructure, constriction of customer’s budgets, and the growing importance of environmentally friendly products. All of these could lead to tremendous growth in the emulsion market, weather it is recycling in conjunction with ARRA or pavement preservation and maintenance with ISSA, either way we will benefit. I feel that with the proper guidance and a concerted effort we can help usher in an era of prosperous growth for our members. AEMA should be about growing the emulsion industry. It is with this in mind that the board has committed itself to looking at everything we do as an association and evaluating how it contributes to the growth of the emulsions market.

I think the mission statement in the front of the membership directory provides a number of important ideas that create a general vision, provides boundaries, and defines the general direction of the association. But as good as it is, it doesn’t provide drive. I think the other ideas are still necessary but I think we should challenge ourselves to double the North American emulsion market by 2020. I believe a more focused goal like this will help us concentrate on things that push us forward, provide value to our members, and help us shed activities that create the illusion of progress.

We have broken the growth mission into four objectives; legislation, marketing, education, and member services, each assigned to a team. There is a fifth team that is looking at measurement of the emulsion industry as a way to evaluate our progress. The board is broken into five teams with many board members serving on several teams. Our plan is to work as small teams until May 1. At that time we want to share the recommendations from each of the teams with the other teams. The executive committee will also meet to review all the team recommendations. We are planning to use our summer board meeting to finalize recommendations and plans. During this time, I will be sharing our ideas with seven past presidents of AEMA and the Presidents of ARRA and ISSA.

I shared the general outline of the strategic plan in the business meeting in Florida, but I am still looking for ways to gather more input from our members on how we are doing on the plan. I am working with Mike Krissoff and Mike Daugherty to develop a way to post the AEMA strategic plan on the web page in the protected area for members only. I want to get it out so members can give us feedback and help us develop the best ideas. I am hoping that we can increase participation by social media and the web page. We would greatly appreciate your input. I am looking forward to the journey; I believe this could be our golden age.
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Greetings from the frozen tundra of Chicago, I hope this finds everyone well and invigorated for the start of what we hope to be a prosperous upcoming season.

I was about to state the obvious to you all and talk a bit about the severity of this past winter, as if you didn’t know. I as well was going to offer encouragement and remind you that certainly spring can only be moments away. However as I’m constructing this work of literary genius, the forecast here tonight is for six to eight inches of snow with plummeting temperatures from 55 degrees to the single digits.

This has to be the last of it [he said again] The reality is that the tolls taken on our roadways has been tremendous, and the disposition of agencies is that in all reality they will be further behind in there roadway management. Many areas will be experiencing the erosion of 2014 road funds via additional salt as well as man power and overtime. At first blush, not a pretty picture as we saddle up for a new season. Viewing the glass as half full however may put the recycling contractor in an advantageous position from a pricing standpoint from traditional rehabilitation methodologies.

We can do it quicker and less expensive. Perhaps this is just what it may take to push that guy who has been on the fence over to the recycling side. We certainly have something to talk about…… So go get them and happy hunting.

Our joint annual meeting in a word was “GREAT”. We were leaned up against Conexpo from a calendar standpoint, and all in all I think our attendance was good. For those of you who were unable to attend I hope you had a good reason, because I truly thought it was informative and time well spent. Do your best to catch the next one if you were absent, this is truly where the value of the membership lies. Krissoff would be mad at me if I didn’t remind you all of the next annual meeting which will be held in Paris, France and that registration is already open. This could very well be the meeting of all meetings.

There you go Krissoff now go sit down.

The alliance of the PPRA is strong and I believe continues to gain strength. This affiliation / association between the groups are certainly additional value to your membership. That is to say if you are utilizing that which is out there. Get in the ball game and get involved.

One day ARRA seminars are still of tremendous value and still underutilized. Contact myself or any of the board members to discuss, you will be pleasantly surprised at the level of assistance you’ll receive and wonder what kept you.

The in place recycling event in cooperation with FHWA is not all that far off [august 2014] so stay tuned for details to follow. Tentatively slated for the Denver, Co. area.

To all members whether you were able to attend this past meeting or not, and as well to our sponsors who did and who did, thankyou one and all. Your continued support is what is driving this bus, and that without would not be possible. So as now the newly re-elected 3rd term President, I sincerely say that if you have any thoughts, ideas or issues of any sort, don’t hesitate to contact me at any time.

Wishing you all a safe and prosperous season ahead….. Recycle First

Regards

Patrick A. Faster
Two in One: The WR 240i from Wirtgen makes a convincing impression when it comes to soil stabilization and cold recycling. In addition to perfect ergonomics and operation, clever automatic functions and outstanding terrain accessibility, the efficient engine and powerful milling and mixing performance ensure optimal results. You too can benefit from the technology leader’s solutions.
Chers membres de l’ISSA, BON-JOUR!

We are still in early 2014 and I hope the year is starting well for all of you. Successful contracts, fortune and more than that, health and meaningful human relationships, that’s all I wish for you in the next months.

In January, the 29th International Slurry Surfacing Association’s Slurry Systems Workshop was held in Florida and in February the 52nd ISSA annual convention took place. I have a special thanks to Rex Eberly and Carter Dabney for having been the respective committee chairmen, to all the Workshop committee and our headquarters staff who do such tremendous work by putting it all together and make it ready every year on time. Impressive work! Every year we have many key attendees, all stakeholders in the industry promoted by ISSA (agencies, contractors, suppliers, affiliated industries), and from all over the world, we share and exchange ideas about Slurry Seals, Micro Surfacing, Chip Seals and Crack Treatment. This is year after year the opportunity to discuss how to guarantee quality and compliance when using those very efficient and sustainable techniques, by sharing information and best practices. A special thanks to our sponsors who have once again this year significantly participated, for their real support.

All around the world, it is crucial to go back to the best practices, there is no place for “amateur’s” practices in our industry, and we have the responsibility to impart knowledge and enforce basic rules for the products we develop and promote.

The first PPRA Fall meeting last November welcomed many people from the industry and from agencies. This was a very good opportunity to share and exchange. And also to set up committee meetings and to make progress in all the topics that had been identified during ISSA’s strategic planning meeting in June. They are all very important and a lot of work has been done. Several topics involved with NCPP and FP² are in progress and this meeting was a very good opportunity for exchanges. I would like to thank the three meeting committee chairmen: Rex Eberly (ISSA), Archie Reynolds (AEMA) and Ryan Essex ARRA). They did a good job putting the program together and I’m pleased to see that we have many transversal concerns around the three associations. For sure attendees enjoyed the top quality of the speakers and presentations.

Here in Europe the economical context is rough, and efficient preservation techniques are more than ever needed. And we have to look at that as an opportunity for our industry to develop itself; respect of best practices and active innovation are crucial.

For this year we have a lot on our plate and we made a good job on that when we met at Turnberry Isle -, Miami, from the 25th to 28th of February for the annual convention:

Relationship with NCPP: even more communication, sharing experiences and skills to convince agencies of how the products we promote, manufacture and apply are reliable.
In perspective for 2014: ADA, NCAT and maybe other monitored sections, next transportation legislation follow up, brochures, promotion of preservation programs,

WBT- Phase 2 on crack sealing and spreader boxes, in partnership with FHWA

As ISSA decided to join AEMA and ARRA again in 2014 for a PPRA Fall meeting in November, preparation is underway for that great meeting

As new business, we discussed opportunity and need of having a permanent Technical Director on board.

And also preparing the PPRS in Paris in 2015, planning and providing local training, designing software to help implement ISSA techniques, promote through You tube Channel and more publications,…

Once again, don’t hesitate to ask any member of the Board or myself if you have any concerns, questions or requests,

“Sincères Salutations”

Christine Deneuvillers “
Breathtaking...

There is a simple beauty in the image of a perfectly re-surfaced roadway leading into the distance. But that beauty doesn’t just happen. It is the result of a dedicated crew with the proper equipment solutions and a plan for success. Bergkamp has been providing pavement preservation solutions worldwide for over 35 years.

We are the only manufacturer offering a complete line of equipment solutions that include full-size continuous and truck- and trailer-mounted slurry seal and micro surfacing pavers and Variable Width Spreader Boxes. Our exclusive EMCAD and EMS Systems increase production by reducing calibration time and simplifying production adjustments.
Representing over 140 of the world’s leading companies in the pavement preservation and rehabilitation industries, over 300 delegates gathered recently to participate in the tenth combined annual meeting of the Asphalt Emulsion Manufacturers Association (AEMA 41st Annual Meeting), the Asphalt Recycling & Reclaiming Association (ARRA 38th Annual Meeting), and the International Slurry Surfacing Association (ISSA 52nd Annual Convention). Held in February 2013 in Aventura, Florida, the gathering heard more than forty speakers over the three-day period. The meeting was a concentrated assembly of industry promotion and technological advancement, as industry leaders and innovators joined together in a unique opportunity to discuss subjects of common interest and to share news of accomplishments in their related fields. Titled Preservation & Rehabilitation 2014 – The Smart, Sustainable Choice, the meeting highlighted advancements in technology and the application of asphalt emulsions and other additives, asphalt recycling and reclaiming, slurry and micro surfacing, chip seal and crack treatments.

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

**Long-term Aging of Recycled Binders - Research in Progress**  
Dr. Hesham Ali, P.E., Professor of Practice  
Florida Int’l University

**SBR Latex - Supply Chain**  
Barry Baughman, Technical Director  
ULTRAPAVE Corp.

**Polymers for Pavements**  
Barry Baughman, Technical Director  
John Murphy  
ULTRAPAVE Corp.

**Chemical Additives Outlook**  
Andy Bickford, Product Development Platform Manager  
MWV

**Current Pavement Issues in Florida**  
Tom Byron, Chief Engineer  
Florida DOT

**Outlook of Cement Supply in North America**  
Frank Cawkell, Asphalt Manager  
ExxonMobil Americas

**Dust Control Routing**  
Bryan Darling  
Crafco Inc.

**Electronic Slurry/Micro Pavers**  
Rex Eberly  
Bergkamp, Inc.

**Road Maintenance Using Natural Resources in Emulsion Primers**  
Abdul Elkadri, Technical Advisor  
GECAN

**Field Sampling & Testing Chip Seal Emulsion Residue**  
Mike Farrar, Lead Engineer  
Western Research Institute

**Multi-Functional Equipment for Chip Seals & Cape Seal**  
Yvon Gerbel, Marketing & Product Manager  
Breining-Secmair - Fayat Group

**Issues Shaping Business and Society in the 21st Century**  
Garry Golden, Futurist  
University of Houston

**Mti, a Value-Added Distribution & Laboratory Services Company**  
Terry Hegner  
Momentum Technologies International

**Bulking Effect – Does it Matter?**  
Mike Hemsley, Manager of Field Services, Mix Design & Performance Testing  
Paragon Technical Services

**VSS Macropaver Equipment**  
Doug Hogue  
VSS Macropaver

**Mendocino County Multi-Layer Pavement Rehabilitation – ISSA 2014 Presidents Award Winner**  
Gary Houston, Director of Sales, Marketing & Technology  
VSS International, Inc.

**Aggregates - Tar & Chip: Are There Synergies?**  
Frank Hurkmans, Aggregates & Asphalt Marketing Manager  
Walker Industries

**Improving Sealcoats**  
Alan James, Marketing & Sales Support  
Akzo Nobel Surface Chemistry

**Applicability of Modified Vialit Adhesion Test for Seal Treatments**  
Trey Jordan, Civil Engineer  
Paragon Technical Services, Inc.

**Correlation of Shear & Tension Tests for Bond Coats used in Asphaltic Materials**  
Trey Jordan, Civil Engineer  
Paragon Technical Services, Inc.
The Smart, Sustainable Choice

Value of Polymer modifications & Fibers in Pavement Preservation
  Arlis Kadmas, Technical Account Manager-Asphalt
  BASF Corporation
  Rich Wenthe, Technical Services Engineer
  MWV

API Std. 650, Annex M: Tanks Operating at Elevated Temperatures
  Butch Kirk
  International Tank Service Inc.

Pavement Preservation & Maintenance Latest Technologies
  Pat Lavin
  Road Science, Division of ArrMaz

Resource
  Myles McKemie
  Ergon Asphalt & Emulsions, Inc.

Drum Capabilities & Wear Solutions
  Vance Moody
  Kennametal, Inc.

Americans with Disabilities Act
  Robert Mooney, Pre Construction Team Leader
  FHWA - Office of Program Administration

FP2 Update
  Jim Moulthrop, Executive Director
  FP2 Inc.

Polymers for Pavements
  John Murphy
  ULTRAPAVE Corp.

Affordable Care Act
  George Olsen, President
  Williams & Jensen

NCAT Update
  Dr. Buzz Powell, Assistant Director
  National Center for Asphalt Technology

Wright Asphalt Tire Rubber Modified Asphalt Products
  Dan Quire
  Wright Asphalt Products Co.

Welcome to PPRS Paris 2015
  Jean-Claude Roffe, International Member
  Representative, AEMA

This is Caterpillar…Built for it
  Terry Sharp
  Caterpillar Paving Products

The Effect of Lab Compaction Method on the Strength of FDR Mixtures
  Sadie Smith, Graduate Research Assistant
  University of Arkansas

Building Lasting Solutions
  Barry Stoughton
  BLS Enterprises, Inc.

Utah’s First Double Double
  Kirk Thornock, Program Manager
  Utah DOT

Heatec Emulsion Equipment
  Jerry Vantrease
  Heatec

Control Practices of Hydrogen Sulfide in an Asphalt Facility
  Bob Walley, Compliance Director
  Ergon Asphalt & Emulsions, Inc.
  Tim Hermes, Health & Safety Specialist
  Ergon, Inc.

FHWA Update
  Butch Wlaschin, Director
  Office of Asset Management, Pavements, and Construction, FHWA

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.

with the Texas Transportation Institute as a new partner. Still in discussion as to specific roles, all are optimistic the subject matter will be even further expanded to address a changing world and new demands from a changing customer base.

ISSA, too, is working on some changes to its longterm activities. You’ll hear more about this in a few months, but the Board is going to identify a worthwhile project that it will fund through current resources. Assuming it is successful and well-received by the membership as something it wants to see as a valuable return on their dues investment, ISSA may present a variety of options for continuing this type of project. ISSA is also proposing bylaws changes to allow for reduced membership fees for companies in less affluent countries, and the Technical Director and his team are constantly editing the old technical bulletins and working with other organizations to review proposed new guidelines that may affect the work our contractors perform.

*Any change, even a change for the better, is always accompanied by drawbacks and discomforts.*

Arnold Bennett

Change is tough. AEMA, ARRA, and ISSA are small organizations. None have what would be considered a full-time staff, none have fat budgets, and all rely heavily on volunteers to build upon the plans laid down by their industry ancestors. But we have to move forward, we have to adapt to a changing world and, most importantly, we have to provide for the needs of our members, even if we have to drag some of them kicking and screaming along the way. Which brings us to our online and social media presence, our new websites, our new online registration process and, especially, the new Members Only sections of the new websites. It is going to take a while to get used to these new processes. We are going to remind you and remind you again to update your profiles on our websites; this is where the information comes from for the next membership directory. We have to have accurate profiles. If you have a typographical error in your profile, if you leave out a key contact or a branch office or an email address, that error or omission will appear on the website and in the directory. Please, give this matter some serious attention; these listings can be only as accurate as the information you provide. And we’ll have our team here standing by ready to assist you along the way.

*If there is no struggle, there is no progress.*

Frederick Douglas

And it may be a struggle for some to get used to the Members Only section. Frankly, this is a change that is long overdue. For years, we felt the best way to get our resources into the hands of others was to give them away, the idea being that our goal was to get our brochures, publications, and specifications into the hands of those who wanted them. It is true that we still have a long way to go, but terms like *asphalt emulsions, in-place asphalt recycling, and high performance slurry systems* have become household words. Not every agency or engineer is specifying them yet, but they’ve all heard about them. Some of our resources will still be freely available, but other access to other information will be limited to members only. If a non-member contractor wants something from us, he can join. If a non-member user agency wants something, he can join, too, or we can refer him to a member company that can then provide him with what he needs. Other larger associations went down this path long ago, and it is time for us to do the same. This change will not be without some struggle, but it is time we assigned more value to our membership, our efforts, and the assets we have worked so hard to develop.

*When you’re through changing, you’re through.*

Bruce Barton

No doubt there is more competition for everything these days. Your time, your money, seems like everyone wants a piece of us for something. We’re building new ways to deliver our AEMA-ARRA-ISSA products, and our messages. Mike Dougherty and I spent a lot of time talking to people, especially younger people, at this winter’s Slurry Systems Workshop, Annual Meeting, and even CONEXPO. The message was clear….with all the competition for time, money, and SPACE in their email, smartphone, and tablet inboxes, they want information that is quick, clean, timely and relevant. Some of us older folks, if we’re not through yet, will have to open our minds to adapt to the changes the next generation in our industry wants. Look around the internet and see what others are doing. Most of them are doing it with budgets considerably larger than ours but, with your help, your patience, your support, and your understanding, we’re making strides.

*The world as we have created it is a process of our thinking. It cannot be changed without changing our thinking.*

Albert Einstein
Myles McKemie Inducted into AEMA Hall of Fame

In 1980, the AEMA Board of Directors established the AEMA Annual Awards Program to recognize those individuals who have made significant contributions to the Association and to the asphalt emulsion industry.

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

We could not express more accurately nor with greater aplomb the words of Mark Ishee used to nominate Myles McKemie for the AEMA Hall of Fame Award.

It is with great respect for AEMA and its membership that I nominate Myles McKemie of Ergon Asphalt & Emulsions as a recipient of the prestigious AEMA Hall of Fame Award. As the criteria for the award suggests, a recipient must have contributed over the long term to the development of the association of the advancement of the emulsion industry. Myles, in his typical “Big Texas” style, has certainly met not only one but both of these standards in his lifetime of participation in the asphalt emulsion industry.

Myles was born into the emulsion industry, learning the ropes from his dad, and lives the emulsion life to its fullest. His idea of a great weekend is to have 30 of his customers and their spouses come to his house after work on Friday and leave Sunday afternoon... late of course, and only then because they have to report to work Monday morning. The passion of a man who once ate a cracker slathered with emulsion to prove to a doubter that it was not a toxic concoction cannot be doubted. By all accounts, he was responsible for almost single handedly bringing the state of Texas into the modern age of asphalt emulsion formulation and usage. At that time, high float emulsions were on the very cutting edge of asphalt emulsion technology and Myles saw this as a great opportunity for the industry. His plan to place this “new and unproven” emulsion as a chip seal binder on an interstate route is the stuff of emulsion legend. That plan, while bold and heavy with risk, was exactly what was required to achieve the movement that has resulted in a mega-market for asphalt emulsion usage. That his beloved cowboy boots are monogrammed with the initials “HF” is no surprise, as his nickname of High Float come from this very dedicated pursuit of a vision to serve his customers by providing the very best products for their use.

Myles has continued to promote and foster the evolution of many emulsion products, but perhaps none so telling of his character than his desire to produce a cationic...
version of a high float emulsion. Conventional wisdom said a cationic version could not be created; the individual materials used to create the unique properties of a high float emulsion conflicted chemically with the requirements of a cationic emulsion, and high float emulsions were just not going to set fast enough to be used on higher traffic routes. In typical fashion, Myles plowed through the opposition refusing to accept that it could not be done. He worked tirelessly with industry associates, chemical and equipment suppliers, willing contractors and agencies until they found a way to make it happen. Close to a decade in the making, the emulsion known as CHFRS-2P is currently being used successfully in several states and has an extremely bright future.

Myles’ contribution to the association is also clear and meaningful, reflecting his commitment to the emulsion industry. He proudly served on the AEMA Board of Directors for eight years, assuming the mantle of President for the years 2003 – 2005. While his influence on AEMA is multifaceted, a lasting testament to his leadership is the implementation of the AEMA Stewardship Program. This program was conceptualized and realized under his guidance and provides each AEMA member direct contact with a Board member that they can call on as a personal representative to advance their positions and causes, or simply to answer questions regarding the association. Connecting people is at the center of Myles’ core beliefs, and the Stewardship Program can be promoted as a membership benefit not only as a tool to bring in new members, but to assist in the retention of members in general and in the recruitment of the much needed able bodies to fill the vital roles of committee and board work.

I have said on many occasions that the most important thing we did as a company to become relevant in the emulsion industry was to hire Myles McKemie. I know of no one that believes more in asphalt emulsions or anyone that cares more deeply about the future of the industry than he does. It is with pride that I put forward his nomination for the AEMA Hall of Fame Award, and with appreciation for your service to AEMA that I ask for your consideration.

Mark Ishee
Vice President
Ergon Asphalt & Emulsions

Mark Ishee, Vice President, Ergon Asphalt & Emulsions, Inc.. addresses the group at the Recognition Breakfast

I have said on many occasions that the most important thing we did as a company to become relevant in the emulsion industry was to hire Myles McKemie. I know of no one that believes more in asphalt emulsions or anyone that cares more deeply about the future of the industry than
Chicasaw Children’s Village Road

ROAD NAME: Village Road
DESIGNATION: 12998
LENGTH: 1 Mile
LOCATION: Kingston, Oklahoma
MILE MARKER: None
DIRECTIONS: Located 1 mile east of Kingston, Oklahoma, on Hwy-70 to Village Road

PAVEMENT DESIGN: 6” aggregate base, stabilized with C K D, 4” Type A and 2” Type B asphalt
TRAFFIC VOLUME: 50-75 cars daily

THE CHICKASAW NATION ROADS DEPARTMENT
Agency
Nick Woodward – Special Projects Manager
Nicky.Woodward@chickasaw.net

ERGON ASPHALT & EMULSIONS, INC.
Emulsion Manufacturer
Johnny Roe – Area Sales Manager
Johnny.Roe@ergon.com

PSI Seal Masters, Inc.
Contractor
Ron Gillihan – President

Village Road is a mile-long Hot Mix Asphalt roadway that was constructed nearly ten years ago along with the Chickasaw Children’s Village.

It had not received maintenance since its construction. Cracking and oxidation had taken a heavy toll on the pavement. Aesthetically, the road stood in stark contrast to the well-kept Children’s Village grounds.

Based on its condition, it was only a matter of time before the pavement degraded to the point that it would require reconstruction.

OPTIONS FOR REPAIRING THE PAVEMENT
Hot Mix Asphalt Overlay -- ≈ $140,000 Or
Pavement Preservation Methods -- ≈ $ 45,000

SELECTED METHODS / PRODUCTS
CRACK SEAL: Crafco Super Shot 125 Melter/Applicator
Crafco Road Saver 515 Crack Sealant
CHIP SEAL: 3/8” Limestone Aggregate
CRS-2+

The Chickasaw Nation Roads Department chose to restore Village Road using pavement preservation best practices, starting with crack sealing. Their objective was to protect the base from moisture, provide a smooth surface on which to apply a chip seal, and prevent existing cracks from returning to the surface. An internal crew crack sealed the pavement using a Crafco Super Shot 125 Melter/Applicator, and 2,600 lbs. of Crafco Road Saver 515 crack sealant.

Contractor PSI Seal Masters, Inc. followed with a chip seal using 3/8” limestone aggregate and the polymer-modified asphalt emulsion, CRS-2+. A calibration issue with the distributor’s onboard computer on the front end of the job caused the binder application rate to be lighter than the expected 0.4 gal/sq yd. The issue was quickly corrected, but a portion of the pavement received only 3/4 of the material needed to securely hold the aggregate to the surface of the roadway.

The Chickasaw Nation Roads Department’s Nick Woodward and Ergon Asphalt & Emulsions’ Johnny Roe planned to apply a heavy fog seal of CQS-1F at 0.15 gal/sq yd to compensate for the lost binder and improve the aesthetics of the surface. But on the day of application, they devised a superior solution. The fast curing emulsion would allow a double fog seal to be utilized, which would provide better coverage, last longer and result in a much darker surface.

By applying the product in two layers, each at 0.10 gal/sy for a total of 0.20 gal/sy, more material could be utilized while greatly reducing the risk of runoff.

PSI Seal Masters, Inc. shot the CQS-1F on one side of the mile-long road at 0.10 gal/sq yd. They then returned to their starting point and applied the fog seal to the other side.

Continued on page 18
of the pavement at the same rate. Warm, dry weather and engineered fast cure times allowed the fog seal to dry in approximately 20 minutes, preventing any runoff. Once the material had cured, crews immediately applied a second coat at 0.10 gal/sq yd.

**Crack Seal**: Sealed existing cracks against water intrusion into the base which would weaken it and make it vulnerable to load-related damage.

**Chip Seal**: Halted oxidation, sealed the entire roadway against water, and provided a durable high friction surface.

**Double Fog Seal**: The double fog seal produced a dark, textured look that rivals the appearance of hot mix asphalt. It provided initial and long-term aggregate retention, as well as stripe delineation for safety. The combination of these three treatments is expected to provide the pavement with approximately 10-13 years of service life.

**Customer Satisfaction**: All parties were extremely pleased with the final results. Following the project’s success, the Chickasaw Nation elected to use the double fog seal method and CQS-1F on a road in Ada, Oklahoma, where they achieved similar results.
ARRA Announces 2014 Award Winners

Each year, since 1985, ARRA has presented special recognition awards to deserving public officials and consulting engineers for their overall professional contribution to and their recognition and their promotion of the asphalt recycling & reclaiming industry. During its 38th Annual Meeting, in Aventura, Florida, in February, the Asphalt Recycling & Reclaiming Association (ARRA) announced the recipients of its 2014 awards:

ARRA 2014 Charles R. Valentine Award for Excellence in Cold In-Place Recycling

Dave Laurie, Director
Mike Alcock, CET
County of Huron, Goderich, Ontario Canada

Dave Laurie and Mike Alcock are recognized for their continued commitment to Cold In-Place Recycling (CIR) in Huron County Ontario. Dave is the Director of Public Works and his main responsibilities include management of the roads department and other projects. Dave has been with Huron for eight years. Mike is a Civil Engineering Technologist and his main responsibilities are Capital Project Management and Maintenance programs and he has been with the county for 10 years.

Huron County has one of North America’s longest running in-place asphalt recycling programs and has been performing CIR on its roads successfully since 1998. Out of a total 730 kilometer road network, approximately 50 percent has been remediated using CIR with average yearly workloads in the range of 30 double lane kilometers.

Dave, Mike and Huron County have shown continuous commitment to CIR over the years and for good reasons. For county council representatives, when CIR was instituted, it was an innovative process which expanded their ability to effectively manage their paving program in an environmentally friendly and cost effective manner. For Dave and Mike, CIR is an excellent process because of its technical merits in crack mitigation and ability to correct wheel rutting and crossfall.

CIR construction on County Rd 10 is one of Huron’s current-year projects. CIR was selected to help repair the road’s distressed surface, eliminate end-load segregation, repair wheel rutting, correct the crossfall and widen the lanes. Another reason for choosing CIR was that the road was a considerable distance from the closest hot mix plant, making for long haul distances. County Rd 10 is a busy cottage and tourist route on the shoreline of Lake Huron and is used by locals, visitors and businesses throughout the year. The goal was to rehabilitate the road with a solution that would last for 20-25 years and CIR was the most cost-effective option. The project is currently nearing completion and will be below budget.

The successes with CIR in Huron County have been many but there have been some challenges and improvements along the way. One operational challenge in the past related to construction of the CIR mat was the presence of poor soil conditions beneath roads in low lying terrain. In areas where native soil conditions had limited bearing capacity, the asphalt recycling programs were augmented by the addition of fiberglass grid incorporated between the asphalt layers. The integration of this technology helped Dave and Mike to bridge problem areas and construct a lasting road surface.

Another past construction challenge had to do with lane widening during the CIR process. Traditionally, a grader was used to excavate the broadened section - equipment that proved somewhat unwieldy given the precise nature of the work. The resultant lane usually ended up wider than planned and left an unconfined edge to compact against. This in turn, resulted in the CIR mat being pushed out wider leaving a rounded outer edge when compacted. In the past few years, construction crews have transitioned to incorporating the granular shoulders into the milling process by using a half-meter milling machine to process the shoulder width ahead of the CIR train. This construction technique allows for a more precise widening of the lane and the creation of a confined edge to place and compact material against.

Dave and Mike plan to continue rehabilitating roads in Huron County using CIR and expect that all remaining roads will be recycled within the next 10-15 years. CIR has a proven track record in the area and even the initial road projects from 1998 are performing very well. Dave Laurie and Mike Alcock of Huron County, Ontario are excellent candidates for the 2014 ARRA Special Recognition Award.

ARRA 2014 Award for Excellence in Full Depth Reclamation

Ben Kester, C.E.T., CRS-S
Director of Public Works and Operations
The Township of Uxbridge, Ontario, Canada

Ben Kester, C.E.T., CRS-S, Director of Public Works and Operations, for the Township of Uxbridge, has shown a long-standing development and commitment to the Full Depth Reclamation (FDR) with Foamed Asphalt stabilization process in the Township of Uxbridge. As Director of Public Works and Operations, Ben is responsible for policy development, program planning, fiscal management, administration, and...
direction of the Township’s Operations Department. Areas of responsibility include the activities and operations related to roads, parks, traffic operations and maintenance.

Ben is the sole reason for the implementation and continued success of the FDR program in the Township of Uxbridge. He first incorporated the FDR process in 1997, utilizing emulsified asphalt as the bituminous binder for predicted benefits of cost reduction, enhanced performance, and a reduced environmental impact compared to other rehabilitation alternatives. In approximately 1999, Ben started to utilize FDR with foamed asphalt stabilization and to this day, utilizes this process compared to competing rehabilitation processes. Figure 1 illustrates a typical section of the first FDR with Emulsion Stabilization job performed in 1997, exhibiting excellent performance. With this type of performance the process is readily accepted within the Township.

Ben utilizes this process nearly exclusively as a rehabilitation method, processing approximately 50,000 m2 of roadway every year. Uxbridge is challenged with having many gravel pits within its municipality, making road maintenance planning difficult as extraction schedules vary significantly from these sources. Ben has recognized the strength improvement provided by the process and therefore, has utilized it on many aggregate haul routes. In addition, the process eliminates cracking in the existing bituminous layers and allows him to maintain the existing vertical grade, thereby saving construction time and money on adjusting appurtenances with virgin aggregate.

Under Ben’s direction, road condition data are stored in the Township’s asset management software which is used to predict roads requiring maintenance at a designated time, thereby assisting Ben in determining which roads will require preservation or rehabilitation. Ben utilizes Seal Coats and Slurry Seals as preservation techniques when the bituminous pavements are still rated as Good or better. When the roadway condition falls to a “Fair” condition, Ben implements FDR with foamed asphalt stabilization to improve the condition of the roadway. In the year prior to rehabilitation, Ben improves ditching and drainage to ensure the water is removed from the pavement structure, thereby eliminating any concerns of accelerated performance issues due to moisture.

The use of FDR with foamed asphalt permits eligibility for Gas Tax Funding which is directly used for his road program every year. Without this funding, Ben would struggle to keep his Township at the current condition level.

This year, Ben tendered a 45,000 m2 FDR with foamed asphalt contract where 100 mm (4”) of the existing structure was pulverized and then 75 mm (3”) of the pulverized material was treated with foamed asphalt. The contract included four separate roadways of rural cross section. Once completed and cured, the FDR with foamed asphalt was covered with between 50-60 mm of HL4, depending on traffic. Within the last few years, Ben has also increased the amount of RAP permitted in his hot mix to 20%, consistent with the Province of Ontario.

Ben’s commitment to innovation does not stop with implementing FDR with expanded asphalt. In an effort to further reduce costs and increase performance Ben is currently undergoing a gravel road upgrade program with the use of Cape Seals for these roadways. In addition, Ben has also implemented the use of geotextile paving fabrics within Seal Coats to help mitigate reflective cracking. After a trial in 2011, Ben continued with its use this year, applying 10 km of the treatment.

Ben continues to educate his council on the progress of the pavement maintenance program and the treatments employed to achieve a high level of service to the public. The commitment to FDR accomplished by Ben, year after year, are truly unprecedented. Ben Kester is deserving of the 2014 Special Recognition Award for FDR.
ISSA ANNOUNCES  
2014 PRESIDENT’S AWARD

The International Slurry Surfacing Association (ISSA) is pleased to announce the presentation of its 2014 President’s Award for Excellence to ISSA member VSS International, Inc., of West Sacramento, California. The announcement was made during ISSA’s 52nd Annual Convention, held in Aventura, Florida; the award was presented by ISSA President Christine Deneuvillers, Colas SA, Magney-les-Hameaux, France.

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 Mendocino County, California on their 2013 Multi-Layer Pavement Rehabilitation, DOT Project No. 120039.

Mendocino County is one of California’s original counties comprised of 3,878.14 square miles of Pacific coastline, Redwood forests, wine production, Indian reservations and pristine scenery.

The County’s goal is to maintain 100 miles of road rejuvenation annually, although shrinking budgets have stressed the County’s ability to maintain proper road infrastructure. Maintaining 100 miles of County roads is not financially feasible, while sustaining pot holes, patch work, and crack filling, therefore alternative options were sought out.

The County has primarily used chip seals as surface preservation. The 2013 Mendocino County bid was originally contracted and awarded as a standard Chip Seal Resurfacing. However, after research and further education about the Multi-Layer Pavement Method from a VSS International Pavement Preservation Seminar in December 2012, the County requested their contract be converted into a Multi-Layer System – a financially feasible tool with equally long lasting characteristics.

The bid was finalized to place a total of 289,179 square yards of pavement preservation in Mendocino County’s city of Ukiah. The square yards were roughly:

- 96,393 SY of Type III Micro Surfacing
- 93,393 SY of Performance Graded (PG) 88-22 Asphalt Rubber Chip Seal with 0.5” Pre-Coated Chips
- 96,393 SY of Type II Slurry Seal

The project undertook three separate technologies that were each coordinated with several public entities (such as ambulance, fire, police, waste disposal) as well as residents.

The project was well under the cost of removing and replacing the road and made use of environmentally sustainable technologies, which conserved materials and energy, while also incorporating recycled materials.

The roads designated by Mendocino County were chosen for their need for repair although still moderately structurally sound. This project is a great demonstration of how the combination of multiple pavement preservation technologies can be used together to rehabilitate roads which traditionally have been slated for reconstruction or rejuvenation.

The Project was completed on time, within the owner’s budget, with no safety issues and all pavement preservation techniques were within ISSA Guidelines and performed by VSS International, Inc. and their subsidiaries.

**Contract Time:** 42 Working Days
**Working Hours:** 7 am - 6 pm

**Layer 1 – Micro Surfacing – Leveling Course**

The first step of the Multi-Layer process is the application of a Type III Micro Surfacing layer - this has the ability to act as a mass crackfiller while allowing minimal traffic disruption to the public. For Mendocino – the Micro Surfacing was used as a crack buffer – emulsifying cracks to create a leveled surface for the second layer – the Asphalt Rubber Chip Seal membrane.

**Continued on page 22**
Layer 2 – Asphalt Rubber Chip Seal – The Inter Layer Membrane

PG 88-22 Asphalt Rubber (AR) is a mixture of asphalt cement, reclaimed tire rubber, and certain additives, where rubber content is at least 15% (by weight) of total blend. The rubber reacts in the hot asphalt cement sufficiently to cause swelling of rubber particles, creating > 95% chip retention.

With a rate of recycling 10 million tires per year, the benefits of AR are creating a platform for the evolution of pavement preservation and extension of resources.

Asphalt Rubber Chip Seal is one of the premiere technologies for recycling Ground Tire Rubber (GTR). The visco-elastic properties of the Asphalt Rubber binder allows for high application rates which results in a thick water resistant membrane and has enhanced stone retention properties.

Layer 3 – Slurry Seal – The Wearing Course

Slurry Seal or Micro Surfacing methods are the standard when it comes to cost effective Wearing Courses.

The principal materials in Slurry Seal are aggregate, asphalt emulsion, and filler, which are mixed together according to a specification design-mix formula.

With asphalt increasing in price, environmental pressures on the usage of aggregates, and high carbon footprints associated with re-constructing roads, the Multi-Layer System is the ideal method for conserving money, fuels, and materials, all while preserving the life span of roads and streets. Utilization of advanced materials, combined as composite systems, can reduce the inconvenience to the traveling public and provide the Agency a low-cost, effective strategy with long term performance. The use of the Multi-Layer Method is growing as Engineers and Agencies become more aware of the wide range of tools available to satisfy needs of the public, constrained budgets, and increasing environmental awareness. VSS International, Inc.’s continuing innovation in the Pavement Preservation industry and ability to successfully meet all challenges on awarded contracts, is a complete reflection of the ever evolving forward movement of Slurry Seals, Chip Seals and Micro Surfacing. Based on the email from our Mendocino County client, we hope to continue to successfully commit our expertise to educate and construct environmentally sustainable and cutting edge Pavement Preservation techniques.

Accepting the award for Valley Slurry Seal was Doug Hogue, Vice President, VSS Macropaver (sister company to VSS International, Inc.)

For additional information on the award and its corresponding project, contact

Gary Houston, Director of Sales, Marketing & Technology, VSS International, Inc., at gary.houston@slurry.com or call 916-373-1500.

Full details of the project follow the President’s Award link on www.slurry.org.
During its recent 41st Annual Meeting held in Aventura, Florida, the membership of the Asphalt Emulsion Manufacturers Association (AEMA) re-elected Mark McCollough to the office of President for the 2014-2015 term. Mark is currently Director of Business Development with Asphalt Materials, Inc. He manages a Micro Surfacing and Chip Seal company in Michigan and an Asphalt Recycling division based in Ohio. Mark also works closely with the Heritage Research Group Laboratory to develop innovations into future businesses. Mark is on the board of the Foundation for Pavement Preservation and is also active in the Asphalt Recycling & Reclaiming Association and the International Slurry Surfacing Association. He has a Masters of Business Administration from the University of Denver and holds a Bachelors of Construction Management degree from Colorado State University.

Other 2014-2015 officers elected were: Vice President Archie Reynolds, Norjohn, Limited, Burlington, Ontario, Canada, and Secretary/Treasurer Mark Ishee, Ergon Asphalt & Emulsions, Inc., Jackson, Mississippi. AEMA’s Immediate Past President is Bucky Brooks, Asphalt Materials Inc., Oregon, Ohio.

Directors elected for the term include: Diane Franseen, H.G. Meigs, LLC, Portage Wisconsin; Hans Ho, Telfer Oil Company, Martinez, California; Dan Koeninger, Terry Asphalt Materials, Inc., Hamilton, Ohio; Craig Moore, Cleveland Asphalt Products, Shepherd, Texas; Mark Smith, Vance Brothers, Inc., Kansas City, Missouri. Jean Claude Roffe, Colas, SA, France, will serve as International Member Representative and Todd Ryne, Akzo Nobel Surface Chemistry, LLC, Chicago, Illinois will serve as AEMA’s Supplier Member Representative. Mike Hemsley, Paragon Technical Services, Richland, Mississippi, was re-appointed Chairman of AEMA’s International Technical Committee.

A complete list of the 2014 – 2015 AEMA Board of Directors and Committee Chairmen can be found on pages 52 - 53.
During its recent 38th Annual Meeting held in Aventura, Florida, the membership of the Asphalt Recycling & Reclaiming Association (ARRA) re-elected Patrick Faster, Gallagher Asphalt Corporation, to the office of President for the 2014-2015 term. Patrick has been in the highway construction business for over 25 years and is currently the National Sales Director for Gallagher Asphalt Corporation in Chicago, where he oversees their Recycling division. He is active in the Illinois Road Builders, the National Association of County Engineers and various Pavement Preservation Groups. Patrick is on the board of the Pavement Preservation Task Group with the FHWA and has served on the ARRA Board of Directors since 2006. He also serves as the Hot In-Place Recycling Committee Chairman. Patrick received his Undergraduate from St. Norbert College in Green Bay, Wisconsin and his MBA from the University of Wisconsin.

Other 2014-2015 officers elected were: Vice President – Ryan Essex, of Miller Paving Limited, Gormley, Ontario, Canada, and Secretary/Treasurer – John Irvine, Roadtec, Inc., Chattanooga, Tennessee. ARRA’s Immediate Past President is Bill Garrity, Garrity Asphalt Reclaiming Inc., Bloomfield, Connecticut.

Directors elected for the term include: Darren Coughlin, Coughlin Company, St. George, Utah; Dale Cronauer, Blount Construction Co., Inc., Marietta, Georgia; Tom Kiernan, Lafarge Corporation, Lockport, Illinois; Terry Sharp, Caterpillar Paving Products, Inc., Maple Grove, Minnesota; and Ron Wilson, Dustrol, Inc., Towanda, Kansas.

A complete list of the ARRA 2014-2015 Board of Directors and committee chairs can be found on pages 55-56.
The International Slurry Surfacing Association (ISSA) has named Christine Deneuvillers President for the 2014 – 2015 year. Christine is Technical Manager in charge of the Campus for Science and Techniques Laboratories, Colas S.A., the World’s leading private road laboratory, located near Paris, France. Ms. Deneuvillers, a chemical engineer, has been working for over 25 years at the Colas Group, a global leader in the construction and maintenance of transport infrastructure. The Campus Laboratories have a workforce of 50 research specialists and engineers dedicated to road technologies and innovations. Christine began her career in resins in 1988 and then moved on to road construction at the end of 1994 as the head of an asphalt binders and emulsions team at the Colas Central Laboratory. She was then put in charge of the “Applications and Surface Techniques” divisions, which undertake studies on two main types of applications: wearing courses such as surface dressings and Micro Surfacing, along with composites such as road marking and high skid resistance systems. She was tapped to become Laboratory manager in 2007 and was also appointed Technical Manager in 2010. A great number of research projects have been performed by her teams, with a priority focus on sustainable development, including efficient preservation techniques.

Ms. Deneuvillers won the French Engineer of the Year award given out by the French government for her work on bio-products in 2006. She has been Chairwoman of the European normalization committee dealing with Micro Surfacing and Slurry Seals since 2011. She is also the mother of two and has been a member of the ISSA Board since 2006, and an active attendee of ISSA conventions since 1998.

In addition to naming Christine Deneuvillers as President, ISSA has appointed Rusty Price, Intermountain Slurry Seal, Salt Lake City, Utah as Vice President; Carter Dabney, Slurry Pavers, Inc. as Secretary; and Eric Reimschiissel of American Pavement Preservation as Treasurer. Doug Ford, Pavement Coatings Company, is Immediate Past President. Additional Directors elected to the ISSA 2014 – 2015 Board of Directors are: Technical Director Bob Jerman, MWV Specialty Chemicals; Director Scott Bergkamp, Bergkamp Inc.; Director Rex Eberly, Bergkamp Inc.; Director Rich Francis, Southwest Slurry Seal Inc.; Director Doug Hogue, VSS Macropaver; Director Howie Snyder, Vance Brothers, Inc.; Director Larry Tomkins, Ergon Asphalt & Emulsions Inc.; and Director Dave Welborn, MWV Specialty Chemicals.

A complete list of the 2014–2015 ISSA Board of Directors and Committee Chairmen can be found on pages 58-59.
Faces from the podium

Barry Stoughton, BLS Enterprises Inc.

Butch Wlaschin, FHWA, Office of Asset Management

Dr. Buzz Powell, NCAT Auburn University

Christine Deneuvillers, Colas SA

Garry Golden, Forward Elements, Inc.

George Olsen, Williams & Jensen spoke at this meeting via live stream.

Jean Claude Roffe, Colas SA

Jeff Larson, Kennametal, Inc.

John Birchall, VSS Macropaver
2014 Annual Meeting Wrap-up

Next year's Annual Meeting photographs will be taken in Paris. Will you be there?

John Murphy, ULTRAPAVE Corporation
Mike Krissoff, AEMA, ARRA, ISSA
Myles McKemie, Ergon Asphalt & Emulsions, Inc.
Rex Eberly, Bergkamp, Inc.
Robert Mooney, FHWA
Terry Sharp, Caterpillar Paving Products, Inc.

Tom Byron, Florida DOT
Tom Kiernan, Lafarge Inc.
2014 Annual Meeting Sponsors

Please join us in thanking our sponsoring members, whose generous assistance has enabled us to continue to keep the registration fees down while still presenting the type of meeting to which we’ve all become accustomed.
Ever hear of a rain delay actually making things better?

The 2014 ISSA Slurry Systems Workshop in Orlando had all the usual ingredients: comprehensive curriculum, top notch speakers, detailed hand mix sessions, sponsor-hosted receptions, and a throng of eager students from a wide range of agencies, companies, states, and countries. It also had rain, the last thing needed on demo day. And demo day itself caused a disruption in the normal flow of the workshop in that the parking lot we had contracted to use was available only on day two of the program, a last minute change, forcing the Workshop Committee to juggle the order of some presentations with logical instructional flow and speaker availability.

No matter. More than 150 participants boarded the busses for the 20-minute ride from the host Caribe Royale Hotel to the Orange County Convention Center, as the demo team, led by Chuck Ingram (Slurry Pavers) and Howie Snyder (Vance Brothers), staged their crews and equipment, and kept a watchful eye on their smartphone radar and the real-time cells rolling in from the west. It wasn’t a matter of “if” it will rain on the group; it was a matter of “when”. Tymco got things rolling with its sweeper, and Crafco debuted their new router with a vacuum attachment that kept visible dust to microscopic proportions. Next up was the crew from Slurry Pavers’ having traveled about 750 miles from Virginia to Florida, these boys were ready to lay some slurry for the folks in the grandstands. Meanwhile the four busses stayed in close proximity, engines running and doors open, standing by to serve as shelter from the storm. Snyder emceed the event, kept an eye on the sky, and managed to describe “here’s the wrong way, here’s the right way” for a couple of passes before the rain came.

After about a 15-minute rain delay, Snyder huddled with Ingram and Workshop chairman Rex Eberly (Bergkamp), while the Tymco sweeper made pass after pass, sucking up gallons, actually hundreds of gallons of water, and the sun did its work. Snyder announced “game on”, the crowds came back, and the demo continued with a few more passes and even laid a cape seal over the chip seal course placed the last time ISSA was in Orlando three years ago. With video running and cameras, ipads, and smartphones snapping, all participants took an active part, asked a lot of questions and received a lot of advice and common sense about what to and what not to do when weather approaches. After what turned out to be a more detailed demo than what was originally planned, the busses loaded up and delivered the energetic group back to the hotel just in time for the scheduled reception, hosted by (Ergon Asphalt & Emulsions, Inc., MeadWestvaco Asphalt Innovations, and Vance Brothers, Inc.).

Next day, attendees were treated to a video vignette of the demo, shot by the ISSA staff and produced by Online & Social Media Marketing Manager, Mike Dougherty, who quickly got it posted on YouTube and other social media sites, with several registrants saying "you gotta send me that, you gotta send me that!” You can find it here: [http://www.youtube.com/watch?v=OHsjN4fimY](http://www.youtube.com/watch?v=OHsjN4fimY) Classes continued throughout the day and the following days, 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 certificates of completion and the highly coveted black ISSA Road Scholar t-shirts, featuring the logos of all 15 workshop sponsors.

Having begun with 15 students in a classroom for a day several years ago, the ISSA Slurry Systems Workshop has educated thousands of contractors’ crews, engineers, agency personnel, and more over the years and keeps getting better and better. Each year, the Workshop Committee reviews the evaluation forms and makes adjustments in content, speakers, and the overall flow and order of presentation of the curriculum. All ISSA member volunteers, the 2014 committee, met by phone, email, conference calls, and

Continued on page 30
onsite visits to produce another in a long line of successful ISSA training programs. Members of the committee are:

Rex Eberly, Bergkamp, Inc., Chair
Jason Bergkamp, Bergkamp, Inc.
John Birchall, VSS Macropaver
Joe Brandenburg, Asphalt Materials, Inc.
Pat Denney, Road Science
Sallie Houston, Valley Slurry Seal
Chuck Ingram, Slurry Pavers, Inc.
Brad Pearce, Viking Construction
Stephan Romanchak, Ergon Asphalt & Emulsions, Inc.
Howie Snyder, Vance Brothers Inc.
Mike Wallen, American Pavement Preservation
Rich Wenthe, MeadWestvaco Asphalt Innovations

And lastly, the sponsors. It is ISSA's goal to reach as many people as possible with this workshop, with the end game being more and more high quality work being performed. A challenge every year is the rising cost of producing the workshop with a particular focus on keeping 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 interest of education and quality workmanship. A big thank you goes out to:

Benedict Slurry Seal
Bergkamp, Inc.
California Pavement Maintenance
Crafco
E.D. Etnyre Co.
Ergon Asphalt & Emulsions Inc.
Intermountain Slurry Seal
MeadWestvaco Asphalt Innovations
Road Science
Slurry Pavers, Inc.
Tymco Inc.
ULTRAPAVE Corp.
Vance Brothers, Inc.
VM Fiber Feeder
VSS Macropaver

Music to our ears...

Good morning Mike, I appreciated the opportunity to speak and as I said in my evaluation, it was one of the better conferences I’ve been to. Having the hands-on, demo’s, and general sessions was a great idea and kept my interest up throughout the conference. Great job by you and your members! ...

... If I can be of any assistance to you or your members in the future, please feel free to contact me. I know I have learned an incredible amount from your members and we call upon them often.

Thank you again,
Jim
Jim Pappas, P.E.
Assistant Director - Quality
Del DOT

January 20 – 23, 2015 back at the Texas Station Hotel & Casino in Las Vegas. And be sure to “like” ISSA on Facebook to receive updates.

Can’t make it to the workshop? Take a look at ISSA’s web-based training, co-produced with the Federal Highway Administration, with two 2-hour modules on Slurry/Micro and a 90-minute module on Chip Seal.

You will find the links here: http://slurry.org/education/industry-training-courses/web-based-courses/

How to Construct High Quality Slurry Seal and Micro Surfacing Treatments – Part 1

How to Construct a High Quality Slurry Seal and Micro Surfacing Project – Part 2

How to Construct High Quality Chip Seal Treatments

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 2015 ISSA Slurry Systems Workshop
The ISSA Slurry Systems Workshop contributes much of its success to the quality of the instruction combined with the variety of ways in which each topic is covered. From the "Classroom" to "Hands on", all of the attendees take away something new from the experience. That's Brian Horner speaking at the front of the room.

Left: Nothing lost in this translation - visitors from Russia were assisted by a translator so they didn't miss important information. On the right: Larry Tomkins has a variety of chip seal examples.

Left: Bryan Darling from Crafco, points out features of the router used prior to some crack treatment. Right: Russ Loomis from Tymco talks "Sweeping" and more...
More snapshots from the 2014 ISSA Slurry Systems Workshop...

Examining the Spreader Box just prior to the demonstration

Attendees hear about each piece of equipment used and they have an opportunity to get close up inspections.

Finally, the best seat in the house is no seat at all, but right next to the Slurry/Micro laydown by the crew from Slurry Pavers, Inc.
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Precision Craftsmanship - Unmatched Performance & Reliability
A Fresh Coat of Paint! New Websites Announcement!

Mike Dougherty, Online & Social Media Marketing Manager

We are pleased to share the newly designed websites for AEMA, ARRA, and ISSA! Please feel free to take a peek! We have worked hard to evolve the sites from destinations where information is available for all at no cost to sites that provide valuable member-only exclusive access to content.

We encourage you to visit and explore the sites so we can introduce you to the new way we will be relaying information with you in the future. AEMA, ARRA, and ISSA comprise a number of businesses that believe in the value that each association provides for its membership dues investment. We now have websites that increase the value of that membership and still provide valuable information for individuals new to the associations in an easily digestible and navigable site.

Our new websites, aside from being more aesthetically pleasing, are more agile, and are easier to scan, read and navigate on mobile devices, enabling members just like you to find what they need quickly. Our newly-built member search functionality makes it even easier for you to find your fellow members, prospective clients, and suppliers.

We have set up our online stores to be exclusive for our members. We want to make sure, as we move forward, we are creating experiences that inspire non-members to see the value of what membership offers and to join the association.

We are also integrating a cleaner, more efficient, and more secure way of doing online registration for our events. Whether it’s a seminar or the annual meeting, you will be able to register online from any device and your registration will be processed securely and logged into our system.

One of our main goals in re-designing the sites was to help our members, agencies, and prospective members get to know each association better and get a feel for who we are as both individual associations, as well as a part of the Pavement Preservation & Recycling Alliance. We are now using a responsive design, which means that you’ll see essentially the same design optimized for your smartphone, tablet, and desktop.

We hope you will visit the new websites at www.aema.org, www.arra.org, www.slurry.org, and www.ppralliance.org and acquaint yourself with the new design. And while you’re there, let us know what you think by dropping us an email to let us know what content, information, and materials you would like to see included. We’re quite proud of these new sites, but we know there’s still work to do. In the coming months, we hope to continue improving the sites so that they best serve how we communicate with you and become a tool that you use, and share, frequently with your clients and prospective association members.
Update of ARRA Technical Director’s Activities

by Stephen A. Cross, ARRA Technical Director

It has been a little over nine months since I assumed the duties of Technical Director of ARRA. This has been a very exciting, rewarding and busy time for me as I have been adjusting some of my previous activities to allow me to focusing more on ARRA activities. Thanks to the efforts of the ARRA CORE Committees, we are making progress on our current initiatives and have many more ideas and activities planned for the future. Below is a summary of activities and progress on some of our initiatives.

Through the efforts of our CORE Committees and with the assistance of FHWA and the Pavement Recycling and Reclaiming Center, we have developed a Full Depth Reclamation (FDR) Construction Checklist to supplement the existing pavement preservation checklist series developed by the Foundation of Pavement Preservation and FHWA. At the same time, our CORE Committees and FHWA updated the existing hot in-place recycling (HIR) and cold in-place recycling (CIR) checklists. We are making copies of these checklist and they will be available as a pdf download on FHWA’s web page, the National Center for Pavement Preservation’s web page and our new web page. The citations are listed below.

- Full Depth Reclamation Construction Checklist, FHWA-HIF-13-036.
- Hot In-Place Asphalt Recycling Application Checklist, Pavement Preservation Checklist Series 11. FHWA-HIF-13-061.
- Cold In-Place Asphalt Recycling Application Checklist, Pavement Preservation Checklist Series 12. FHWA-HIF-13-062.

A second initiative has been development of best practice guidelines for our core disciplines of cold planing, hot in-place recycling, cold recycling and full depth reclamation. These guidelines will include construction, mix design and quality assurance sampling and testing guidelines. The following documents are completed and will be posted on our web site soon. Contact me if you need copies immediately.

- CR101 Recommended Construction Guidelines For Cold In-place Recycling (CIR) Using Bituminous Recycling Agents
- CR301 Recommended Quality Assurance Sampling and Testing Guidelines For Cold Recycling Using Bituminous Recycling Agents
- FDR101 Recommended Construction Guidelines For Full Depth Reclamation (FDR) Using Bituminous Stabilization
- FDR102 Recommended Construction Guidelines For Full Depth Reclamation (FDR) Using Cementitious Stabilization
- FDR103 Recommended Construction Guidelines For Full Depth Reclamation (FDR) Using Lime Stabilization

Work continues on development of construction guidelines for cold planing and micro-milling (CP101 and CP102), mix design methods for cold recycling and full depth reclamation, and quality assurance sampling and testing guidelines for full depth reclamation.

We are getting several inquiries on the status of the revisions to the Basic Asphalt Recycling Manual or BARM. A final draft of the completed sections has made it out of ARRA’s CP, HIR and CR CORE Committees. We are currently working on completing the four FDR chapters. Two of these chapters have been finalized by the FDR CORE Committee and we hope to have the other two chapters revised and finalized in the next few weeks. After that, we will deliver the document to the publisher. We appreciate everyone’s patience as this has taken more time than originally expected as a small group consisting of your technical director, FHWA and two ARRA members have made a line-by-line review of each chapter to ensure consistency of terminology throughout each chapter and to ensure the latest CORE Committee recommendations are included. We believe everyone will be pleased with the final results.

On the training front, we assisted the Transportation Curriculum Coordination Council in the development of a training course for inspectors of CIR projects. The completed course is web based and is titled, FHWA-NHI-134114 TCCC Inspector Training for Cold In-Place Recycling (CIR). The course is available on the National Highway Institute’s web page (http://www.nhi.fhwa.dot.gov/training/course) and links can be found at www.tccc.gov. We have the approval to develop two more web based courses this summer on HIR and FDR.

To wrap things up, in-place recycling is being considered for the next FHWA Every Day Counts program. The Every Day Counts program takes existing, underutilized technologies and supplies resources to help agencies implement these underutilized technologies. Thanks to all of you who assisted with this effort.

We are in the planning stages for our next FHWA/ARRA In-Place Recycling Seminar scheduled for early August in Denver. Announcements, invitations and registration information will be going out shortly. The program is shaping up nicely thanks to the efforts of many, including the Colorado DOT, Asphalt Institute, FHWA and our usual cast of ARRA contractor, supplier and associate members.

Finally, I am continuing to represent ARRA on numerous fronts serving on various committees, making presentations when invited and responding to inquiries. A complete listing of these activities is available from ARRA.

In summary, you should be able to see the results of everyone’s hard work appearing on the new ARRA web page soon. I hope to see many of you in Denver in August.
I think asphalt tack is often an overlooked part of asphalt paving. **Bad mistake!** A good tack or bond coat is critical for optimal performance. “Tack” is the traditional term, but some people prefer “bond;” the terms are interchangeable.

Why is tack important? The short answer is “pavement performance.” Most people recognize slippage failures where tack was applied poorly or the pavement was dirty, but tack influences the load-carrying capacity of the overall pavement structure. Research has shown that a good tack or bond coat can significantly influence the pavement performance. A poor tack coat results in less bonding between pavement layers and can decrease the structural capacity. When the pavement layers separate (de-bond) due to tack failure, fatigue cracking can occur. One study found that a 10 percent decrease in bonding strength between two pavement layers could cause an approximate 50 percent loss in fatigue life.

**Tack basics**

There are some basic considerations for tack coats, including:

**Materials**

Asphalt emulsions are widely used for tack coats, with slow setting (SS) grades most commonly specified. Emulsions are used because they can be diluted (one part water to one part emulsion) for uniform spray application. Some agencies choose paving grade asphalt binders.

**Application rate**

A tack coat should be applied to a clean, dry surface and is typically recommended for all overlays. The appropriate application rate depends on the type and condition of the old surface. A thin, uniform coating should be applied to 90 to 100 percent of the old surface. For emulsions, the normal application rate ranges from 0.5 to 0.15 gallons per square yard. The rate may need to be adjusted for old (versus new) surfaces, for milled surfaces, and when mixes include highly absorptive aggregates or high RAP contents. Also, be aware that too much tack can lead to slippage or bleeding.

**Application technique**

Most tack failures are the result of poor application technique. A thin, uniform coating is critical. Having clean spray nozzles set at the correct spacing and setting the spray bar at the proper height are basic – but key points.

**Innovations**

A couple of recent innovations can help with getting good bonding. These include:

**Trackless tack**

This relatively new, proprietary material is a specially formulated asphalt emulsion that dries to a drivable, no pick-up condition, in as little as 10 minutes. Some producers claim that their trackless tack can help achieve higher density with less compactive effort.

**Spray pavers**

These specialty pavers spray the tack and apply the overlay mix in a single pass, so no vehicles travel on the emulsion, thus eliminating tack pick-up and damage to the bond coat. A spray bar in front of the paver’s auger distributes the tack material and a built-in microprocessor controls the application rate. In addition to a better bond, these pavers can save work time and minimize construction delays.

While many agencies have made tack “incidental” to the bid price, it is an essential consideration for optimal pavement performance.

**Posted 03/01/2014**

Contact Dwight Walker here: talkingasphalt@asphaltinstitute.org

Find this article online here: [http://www.asphaltmagazine.com/news/detail.dot?id=ac4a4d33-14fa-4506-9a1f-2bb70ce78342]
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At the Feb 5-6, 2014 meeting of the California Chip Seal Association (CCSA) workshop held in Sacramento CA, MAP-21 and changes to the interpretation of the ADA were discussed. MAP-21 is the current transportation reauthorization legislation that was adopted in 2012 and includes pavement preservation. The language in MAP-21 clarified that pavement preservation is eligible for federal funds. This has been a very positive step for those involved with pavement preservation treatments. The FHWA is in the process of reviewing and interpreting the new law and developing performance standards. The legislation expires in September 2014 and the new highway reauthorization is under discussion. The major issue for the next highway reauthorization bill is funding because the Highway Trust Fund, funded through the 18.4 cent a gallon user fee, which has not increased since 1993, can no longer keep pace with our country's transportation needs.

Though the progress made with MAP-21 was beneficial to pavement preservation, a recent DOT/DOJ interpretation changing long standing FHWA practices threatens to take away several cost effective maintenance "tools" for state agencies. The issue is what constitutes an "Alteration" to the pavement for purposes of the 1990 Americans for Disability Act (ADA). The Act requires compliance with ADA when alterations such as reconstruction, rehabilitation, resurfacing and widening are planned. Maintenance activities have been exempt.

In July 2013, the Department of Transportation (DOT) and the Department of Justice (DOJ) issued a Joint Technical Assistance (TA) memorandum on Title II of the ADA Requirements to "Provide Curb Ramps When Streets, Roads, or Highways are Altered through Resurfacing". Among other things, this document divided up treatments as either "maintenance" or "alterations" for purposes of defining ADA required modifications such as curb ramps. Some of the classifications make sense, but in several cases, similar thin layer maintenance treatments which have long been used by Agencies as maintenance treatments, were classified as "alterations", while other similar treatments continued to be classified as "maintenance" for purposes of the ADA. The Foundation for Pavement Preservation (FP2 Inc.) has been working with FHWA to revise the TA to allow Agencies to continue to use thin treatments such as microsurfacing, thin and ultra-thin asphalt overlays, in-place recycling, and cape seals as maintenance treatments for purposes of ADA requirements. The TA issued in 2013 by the DOJ/FHWA applies to all roads, not just the federal ones. It will come into effect with new contracts in 2014 and will have substantial cost impact on public agencies.

The problems with the new interpretations are the following:

- Treats similar maintenance treatments differently
- Due to increased work and costs, it takes important preservation tools away from public agencies at a time of shrinking transportation budgets
- Does not make sense from a technical engineering perspective
- Prevents public agencies from choosing the best way to manage their budgets and improve their streets for the benefit of all citizens

Table 1 defines the new interpretation by the TA. As can be seen microsurfacing is considered an "alteration" whereas slurry seals are not even though they are placed with the same type of equipment and are used in essentially the same thickness. What does this mean to you? Basically, it means microsurfacing will likely be eliminated from the preservation tool box whenever curbs and gutters are present because it will become cost prohibitive to provide curb ramps. Similarly, chip and slurry seals are "maintenance", but cape seals (the combination of the two are considered alterations). So, in cases, where using a Cape Seal makes the most sense for the road, it may not get used because of the additional cost of ADA curb ramps will be prohibitive. So some valuable maintenance strategies are vulnerable to being eliminated from the preservation tool box for streets with curbs and gutters are present. The basis for these interpretations is not clear.

This TA goes to the heart of pavement preservation by distorting public agencies’ abilities to choose the right treatment on the right road at the right time.
What is next? AASHTO has put together a resolution asking DOT and DOJ to reach out to stakeholders about this issue. FP2 Inc. is collecting data to show the cost impacts on agencies if this TA is accepted. Early indications are the cost impacts could be as high as 50%, meaning agencies would have less money for treating roads. FP2 Inc. is also working with others stakeholders in Washington DC to get support for revising this interpretation. This effort may not be enough. We need your support.

What can you do? Here are some of the things you can do after you study the DOJ-DOT Technical Advisory in the following link http://www.fhwa.dot.gov/civilrights/programs/doj_fhwa_ta.cfm.

- If you are a public agency, let your leaders and legislators know what this will do to your ability to maintain roads
- Explain that microsurfacing, cape seals, thin and ultra-thin asphalt overlays and in place recycling have always been considered maintenance treatments
- How much will this increase your cost of maintaining your roads? If this means you will have to defer preservation treatments, what will this mean to the condition of your road network?
- How will it change how you will contract out work?
- What is the short and long term impact on road safety?

If the answer is that the TA will impact your ability to maintain roads, you need to contact your state and federal policy makers. You also need to let your associations (NACE, MSA, APWA, League of Cities, and the like) know about these impacts. If you are in industry (contractor, material provider, and more), you need to do the same. The only chance of getting this changed will be if policy makers in Washington DC understand the full impact of this interpretation is. Please let them know.

In addition, the California Chip Seal Association will be working with FP2 Inc. to do a survey of agencies and the impacts of this TA. If you would like to participate in that survey, please send your email address to FP2 Inc. (see below) and he will add your agency/name to the list and you can help us develop data for the FP2 Inc. to use in further discussions on this issue.

For more information on this TA and how you can help, please contact Jim Moulthrop at 512-970-8865 or at jimmoulthrop@gmail.com. Jim is the Executive Director of FP2 Inc. and is leading the industry effort on this topic.

FP2 Board Meeting during TRB

AEMA, ARRA and ISSA had a strong presence at the FP2 Board meeting held during TRB in January.
I have a couple of topics to cover with the first being that I want to say congratulations to all for a very successful meeting at Turnberry Isle. The general session presentations were all very good and the committee meetings were outstanding. The conference organizers need to be congratulated. I personally participated in most of the ARRA committees and want to thank everyone for keeping the momentum going. Next time I will spend more of my time with AEMA and ISSA. General discussions included the recently completed checklist for CIR, the NHI training course #131050 on In-Place Recycling, the TC3 training through AASHTO, the upcoming regional conference in Denver August 5-7, 2014, and finally the completion of the BARM. As Don Mathews stated, this is not just an update to the BARM, it’s a complete review and rewrite of the technical material that utilizes the guidelines completed by the various committees. We are in the final stages of the rewrite and should be done very soon. Printed copies of the construction checklists are coming but the electronic version is available now for downloading from the National Center for Pavement Preservation and the FHWA websites. I have been informed that there was a glitch in the NHI website and the In-Place Recycling training program was deleted for some reason. I have been informed that it’s back on line and the next step is for the states to schedule the course.

The year 2014 is shaping up to be a banner year for In-Place Recycling Technologies starting with the completion of the construction checklists, the BARM (hopefully), and hosting the 7th In-Place Regional and International Conference and Workshop in Denver. This conference is for everyone since we have made significant changes in the agenda from prior years to address agency and industry needs that affect all areas of the Country. We have also included our international partners from three continents to share their experiences.

Specific emphasis areas in the conference include programmatic considerations, project selection, performance and Life Cycle Costing, as well as sustainability benefits. Technical considerations include structural and mixture designs, and specifications and construction operations. These areas have emerged as critical topics because state and local owner agencies don’t have access to or have knowledge of the 21st Century best-practice information to make decisions with. The particular emphasis of the conference is to identify gaps, barriers and/or roadblocks preventing implementation of the technologies. The conference also includes a field demonstration that provides the attendees a firsthand observation of HIR and CIR technologies.

The formal announcement for the 7th In-Place Regional and International Conference and Workshop will soon be posted by ARRA and NCPP and notices will be provided by the FHWA and the Asphalt Institute. The conference will be held at the Crown Plaza Denver International Airport beginning on Tuesday August 5th through the afternoon of Thursday the 7th. The theme of the conference is: Gaps, Barriers and Moving Forward Utilizing In-Place Recycling. Please put this on your calendar as a must attend conference as a sponsor or a participant.

I am looking forward to the upcoming PPRA meeting in Charm City (Baltimore) next November, and hopefully we might announce the next round of Every Day Counts (EDC3) that may include In-Place Recycling technologies.

It’s my pleasure to be part of your program. Thank you.
Feb. 5, 2014 – Rod Birdsall, P.E. is the new president of FP2 Inc. for a two-year term. He succeeds Mike Buckingham, principal of Buckingham Consulting, LLC.

Birdsall is a consultant to All States Materials Group, Sunderland, Mass., and was graduated from Purdue University with a degree in Civil Engineering. He is a licensed professional engineer in the State of New York.

He has served on FP2’s board of directors, is a member of TRB Committee AHD 20 – Pavement Maintenance, a friend of TRB Committee AHD 18 – Pavement Preservation, a friend of the FHWA Pavement Preservation Expert Task Group (ETG), friend of the Asphalt Emulsion Task Group, and industry co-chair of the Northeast Pavement Preservation Partnership.

He has over 40 years’ experience in asphalt and highway materials and construction including technical, engineering, operations, marketing, market development and upper management.

He currently works with All States Materials Group as a consultant for technical marketing, materials and product development. He has done many presentations on asphalt materials and their uses including asphalt rubber mixes, stress-absorbing membranes (SAMs) and stress absorbing membrane interlayers (SAMIs) and their performance, pavement preservation and field applications of asphalt materials.

In addition, he’s a life member of the American Society of Civil Engineers (ASCE) and the Association of Asphalt Pavement Technologists (AAPT).
Feb. 5, 2014 – The New Hampshire Department of Transportation has been honored with the 2013 James B. Sorenson Award for Excellence in Pavement Preservation from FP2 Inc. The award was presented to NHDOT Commissioner Chris Clement during at the Midwestern Pavement Preservation Partnership meeting in Indianapolis Nov. 11-12.

Intended to recognize agency pavement preservation, the Sorenson award is usually, but not always, presented to city and county agencies. New Hampshire joins California and Tennessee as the only state DOT winners.

“The future for state DOTs lies in maintaining and preserving their existing transportation infrastructure and networks,” Clement said at the Nov. 12 ceremony in Indianapolis. “Pavements are the largest asset value in some states. That’s why it makes sound financial sense to properly maintain and preserve that asset to maximize its useful life.”

New Hampshire’s Pavement Management Group, led by Eric Thibodeau, has done an outstanding job with data collection, programming and treatment selection to fulfill pavement preservation’s mantra of The Right Treatment, for the Right Road, at the Right Time.

NHDOT also has developed Equivalent Annual Costs (EACs) for its most commonly used treatments. An EAC is easily calculated by taking the treatment cost and dividing by the average service life to obtain a cost per sq. yd. per year. The lower the EAC, the more cost effective the treatment is. In New Hampshire, preservation treatments have lower EACs than rehabilitation treatments, and also can be used to select treatments.

Clement has presented detailed performance data to the governor, executive council, legislature, and public entities to secure additional revenues for the department’s pavement and bridge preservation programs.

New Hampshire utilizes every pavement preservation process available, including crack sealing, conventional single and double chip sealing, asphalt rubber chip sealing, micro surfacing, bonded wearing courses, thin HMA overlays, WMA mixes, high polymer thin overlays (HiMA), cold mix RAP, paver shim, and mill-and-fill.

Plan now to submit your nominee for the 2014 James B. Sorenson Award for Excellence in Pavement Preservation, sponsored by FP2 Inc. Deadline for the 2014 award entries is July 1, 2014.

For more information, or to submit nominations, please contact FP2’s executive director, Jim Moulthrop, at 8100 West Court, Austin, Tex., 78759, voice (512) 970-8865, e-mail at jimmoulthrop@gmail.com.
PPRA Fall Meeting
November 17 - 19, 2014
Hyatt Regency
Baltimore, Maryland

“Please be sure to forward this information to the agencies and engineering firms with which you work, and/or provide contact info to Headquarters and we will contact them.”
2014 Annual Meeting Wrap-up

visit the website and subscribe to receive updates:  http://pprsparis2015.com
July 1 Nominee Deadline for 2014 Sorenson Award

Feb. 5, 2014 – Plan now to submit your nominee for the 2014 James B. Sorenson Award for Excellence in Pavement Preservation, sponsored by FP² Inc. Deadline for the 2014 award entries is July 1, 2014.

Intended to recognize agency pavement preservation, the Sorenson award is usually, but not always, presented to city and county agencies. Criteria used to evaluate candidate agencies include: process used to gain acceptance by elected officials, general public, employees, and industry (40 percent); how well the program relates to the theme of The Right Treatment, for the Right Road, at the Right Time (20 percent); tangible improvement in the system (20 percent); techniques used to keep public notified of what is being done and why (10 percent); and uniqueness of program (10 percent).

To nominate an agency, please include a brief write-up of how the agency gained acceptance and support for its pavement preservation program; how long the program has been in existence, any special or unique public awareness actions; press releases; the contact person in the agency; and the person or firm making the nomination.

Jim Sorenson (1949-2009) was senior construction and system preservation engineer, FHWA Office of Asset Management, and he was a great champion of pavement preservation at the national level. The pavement preservation industry had no greater friend and it honors his memory with the Sorenson Award.

For more information, or to submit nominations, please contact FP²’s executive director, Jim Moulthrop, at 8100 West Court, Austin, Tex., 78759, voice (512) 970-8865, e-mail at jimmoulthrop@gmail.com.

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National Center for Pavement Preservation

2014 Meetings

**TSP-2 Pavements**

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<tr>
<th>Region</th>
<th>Date</th>
<th>Location</th>
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<tr>
<td>NEPPP</td>
<td>April 7-9</td>
<td>Burlington, VT</td>
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<tr>
<td>SEPPP</td>
<td>May 28-30</td>
<td>Louisville, KY</td>
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<tr>
<td>MWPPP</td>
<td>September 2-6</td>
<td>Minneapolis, MN</td>
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<tr>
<td>RMWPPP</td>
<td>October 6-10</td>
<td>Phoenix, AZ</td>
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**TSP-2 Bridge**

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<tr>
<th>Region</th>
<th>Date</th>
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<tr>
<td>National Meeting</td>
<td>April 21-24</td>
<td>Orlando, FL</td>
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**EMTSP Equipment**

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<th>Region</th>
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<tr>
<td>National Meeting</td>
<td>June 9-12</td>
<td>Lake Buena Vista, FL</td>
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NCPP - National Center for Pavement Preservation

TSP-2 Pavements

http://www.tsp2.org/pavement/

TSP-2 Bridge

http://www.tsp2.org/bridge/

EMTSP Equipment

http://www.emtsp.org/
JEAA Bulletin

Japan Emulsified Asphalt Association (JEAA) Journal

Mr. Yukio Yamauchi, Chairman of JEAA
Questions should be directed to:

Ichiro IIDA
Secretary General
Japan Emulsified Asphalt Association
Pine Central Bldg. 4F
2-11-5 Kyobashi, Chuo-Ku
Tokyo 104-0031
JAPAN
Telephone 81-3-5159-8096
Fax 81-3-5159-8097
E-mail info@jeaa.or.jp

Japan Emulsified Asphalt Association (JEAA) Journal

Message from New Chairman
Yukio Yamauchi, Chairman, JEAA

This is a message from Yukio Yamauchi, the new Chairman of JEAA elected at the 33\textsuperscript{rd} Annual Meeting in June. The production amount of asphalt emulsion in Japan in 2012 was 160,000 tons, only 22\% of the peak amount of 710,000 tons in the 1970\textsuperscript{s}. On the contrary, cold in-place recycling and WMA are widely accepted in Europe and creating the market of asphalt emulsion.

Now the infrastructure, including asphalt pavement in Japan gets older and it is the era of maintenance and rehabilitation. The budget for public work has been increasing as one of the economic-boosting policies, and it is a good opportunity for us to promote the advantage of using asphalt emulsion as economical and environmentally friendly technology.

Introduction of Paper from the 5\textsuperscript{th} Eurasphalt & Eurobitume Congress (1)
Overseas Documents Working Group, Technical Committee, JEAA

This is the introduction of a paper from the 5\textsuperscript{th} Eurasphalt & Eurobitume Congress in 2012. In this issue, the following paper is translated and introduced:

A5EE-178 Evaluation of Tack Coat Performance for thin and Ultra-Thin Asphalt Pavements
Alexandra Destree, Joelle De Visscher, Ann Vanelstraete (Belgium)

Introduction of Paper from the 5\textsuperscript{th} Eurasphalt & Eurobitume Congress (2)
Overseas Documents Working Group, Technical Committee, JEAA

This is the introduction of a paper from the 5\textsuperscript{th} Eurasphalt & Eurobitume Congress in 2012. In this issue, the following paper is translated and introduced:

A5EE-138 Warm Mix Asphalt Based on Bitumen Emulsions
Francisco Jose Barcelo Martinez, Antoin Paez Duenas (Spain)

Article from AEMA Newsletter

This is a Japanese translation of the article “2012 Western States Regional In-Place Recycling Conference”, which was originally published by AEMA Newsletter 2012 #4.

Trekking Course in Seoul, Korea (2)
Jeong Hong Ki, Representative Director, IL WOO PPC

Naesasan hiking course in Seoul is one of the famous trekking courses in Korea. It is developed along 20 km of old castle wall and consists of four trails. In this Issue, Bugaksan and Naksan hiking courses are introduced.

Questions and Answers
Technical Committee, JEAA

Questions from JEAA members and answers from Technical Committee; tack coat in porous asphalt rehabilitation with thin overlay, type of water used in asphalt emulsion, structure of self priming asphalt finisher, tank capacity and type of asphalt distributor.

Topics and JEAA News

1. 33\textsuperscript{rd} Annual Meeting was held on June 19, 2013 and Yukio Yamauchi was elected as new Chairman of JEAA.

The JEAA Activities Plan in 2013 is presented and approved as follows:

1. Standardization of asphalt emulsion quality, surveying manufacturing technology.
2. Developing and promoting multilateral demand of asphalt emulsion.
   1) Promoting cold mix paving
   2) Promoting modified asphalt emulsion for impermeable layer in porous asphalt pavement
   3) Surveying technology to expand use of asphalt emulsion

3. Survey and research of manufacturing/application of asphalt emulsion Bibliographic survey (domestic and abroad) on application of cold mix and WMA.

4. Surveying demand and technical trend of asphalt emulsion, providing information, promotion and education of research result.
   1) Publishing bulletin “Asphalt Emulsion” (3,300 in January, 3,100 copies in April and August)
   2) Digitalizing bulletin No.1 – 100 for archives
   3) Translation and reprint of the paper on 5th E&E Congress
   4) Providing document for technical seminar, including its revision
   5) Presentation and co-sponsoring 92nd Asphalt Seminar
   6) Cooperating 30th Japan Road Conference
   7) Discussion with authorities and associations
   8) Fulfilling and renewing JEAA Website

5. Other associated activities

2. Asphalt Emulsion production amount by JEAA members (FY 2012, April – June 2013) is shown below:

Asphalt Emulsion Productions in FY 2012 (t)

<table>
<thead>
<tr>
<th>Division</th>
<th>Items</th>
<th>Penetration Type</th>
<th>Mixing Type</th>
<th>Modified Emulsion</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hokkaido</td>
<td></td>
<td>6,809</td>
<td>641</td>
<td>1,067</td>
<td>8,517</td>
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<td>Tohoku</td>
<td></td>
<td>21,896</td>
<td>9,809</td>
<td>2,721</td>
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<td>Kanto</td>
<td></td>
<td>29,450</td>
<td>7,638</td>
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<td>Hokuriku</td>
<td></td>
<td>5,641</td>
<td>636</td>
<td>393</td>
<td>6,670</td>
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<tr>
<td>Chubu</td>
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<td>11,458</td>
<td>7,538</td>
<td>2,685</td>
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<tr>
<td>Kinki</td>
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<td>7,744</td>
<td>1,976</td>
<td>1,848</td>
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<tr>
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<td>6,957</td>
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<td>9,869</td>
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<tr>
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<td></td>
<td>3,658</td>
<td>463</td>
<td>250</td>
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<tr>
<td>Kyushu</td>
<td></td>
<td>14,085</td>
<td>3,607</td>
<td>2,125</td>
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<tr>
<td>Okinawa</td>
<td></td>
<td>1,910</td>
<td>0</td>
<td>55</td>
<td>1,965</td>
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<td>33,814</td>
<td>18,109</td>
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Asphalt Emulsion Productions from April – June 2013 (t)

<table>
<thead>
<tr>
<th>Division</th>
<th>Items</th>
<th>Penetration Type</th>
<th>Mixing Type</th>
<th>Modified Emulsion</th>
<th>Total</th>
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<td>1,285</td>
<td>139</td>
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<td>639</td>
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<td>248</td>
<td>0</td>
<td>14</td>
<td>262</td>
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<td>Total</td>
<td></td>
<td>21,873</td>
<td>7,659</td>
<td>3,573</td>
<td>33,105</td>
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## List of key websites

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<tr>
<th>Organization</th>
<th>Abbreviation</th>
<th>Website</th>
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<tr>
<td>American Assn of State Hwy Transportation Officials</td>
<td>AASHTO</td>
<td><a href="http://www.transportation.org">www.transportation.org</a></td>
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<tr>
<td>American Highway Users Alliance</td>
<td>AHUA</td>
<td><a href="http://www.highways.org">www.highways.org</a></td>
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<td>American Public Works Association</td>
<td>APWA</td>
<td><a href="http://www.apwa.net">http://www.apwa.net</a></td>
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<tr>
<td>American Road &amp; Transportation Builders Association</td>
<td>ARTBA</td>
<td><a href="http://www.artba.org">http://www.artba.org</a></td>
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<tr>
<td>ASTM International</td>
<td>ASTM</td>
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<tr>
<td>Asphalt Emulsion Manufacturers Association</td>
<td>AEMA</td>
<td><a href="http://www.aema.org">http://www.aema.org</a></td>
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<tr>
<td>Asphalt Institute</td>
<td>AI</td>
<td><a href="http://www.asphaltinstitute.org">www.asphaltinstitute.org</a></td>
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<tr>
<td>Asphalt Recycling &amp; Reclaiming Association</td>
<td>ARRA</td>
<td><a href="http://www.arra.org">www.arra.org</a></td>
</tr>
<tr>
<td>Associated General Contractors</td>
<td>AGC</td>
<td><a href="http://www.agc.org">http://www.agc.org</a></td>
</tr>
<tr>
<td>Bureau of Transportation Statistics</td>
<td>BTS</td>
<td><a href="http://www.bts.gov">www.bts.gov</a></td>
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<tr>
<td>Foundation for Pavement Preservation</td>
<td>FP2</td>
<td><a href="http://www.fp2.org">www.fp2.org</a></td>
</tr>
<tr>
<td>International Bitumen Emulsion Federation</td>
<td>IBEF</td>
<td><a href="http://www.ibef.net">www.ibef.net</a></td>
</tr>
<tr>
<td>International Road Federation</td>
<td>IRF</td>
<td><a href="http://www.irfnet.org">www.irfnet.org</a></td>
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<tr>
<td>International Slurry Surfacing Association</td>
<td>ISSA</td>
<td><a href="http://www.slurry.org">www.slurry.org</a></td>
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<tr>
<td>National Asphalt Pavement Association</td>
<td>NAPA</td>
<td><a href="http://www.asphaltpavement.org">www.asphaltpavement.org</a></td>
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<tr>
<td>National Association of County Engineers</td>
<td>NACE</td>
<td><a href="http://www.countyengineers.org">www.countyengineers.org</a></td>
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<tr>
<td>National Center for Pavement Preservation</td>
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<td><a href="http://www.pavementpreservation.org">www.pavementpreservation.org</a></td>
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<td>North East Pavement Preservation Partnership</td>
<td>NEPPP</td>
<td><a href="http://www.pavementpreservation.org">www.pavementpreservation.org</a></td>
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<td>SEPPP</td>
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<td>Rocky Mountain West Pavement Preservation Partnership</td>
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<td>National Recycling Coalition</td>
<td>NRC</td>
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<td>National Transportation Library</td>
<td>NTL</td>
<td><a href="http://ntl.bts.gov/index.cfm">http://ntl.bts.gov/index.cfm</a></td>
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<td>Pavement Preservation and Recycling Alliance</td>
<td>PPRA</td>
<td><a href="http://www.ppralliance.org">www.ppralliance.org</a></td>
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<tr>
<td>Petroleum Institute for Continuing Education</td>
<td>PEICE</td>
<td><a href="http://www.peice.com">www.peice.com</a></td>
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<tr>
<td>Research In Progress</td>
<td>RIP</td>
<td><a href="http://rip.trb.org">http://rip.trb.org</a></td>
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<tr>
<td>Southeast Asphalt User Producer Group</td>
<td>SEAUPG</td>
<td><a href="http://www.seaupg.org">www.seaupg.org</a></td>
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<tr>
<td>The Road Information Program</td>
<td>TRIP</td>
<td><a href="http://www.tripnet.org">www.tripnet.org</a></td>
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<tr>
<td>Transportation Research Board</td>
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<td><a href="http://www.trb.org">www.trb.org</a></td>
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<tr>
<td>World of Asphalt</td>
<td>WOA</td>
<td><a href="http://www.worldofasphalt.com">www.worldofasphalt.com</a></td>
</tr>
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</table>
All types of surface cracking and distress can be fixed with CIR technology from Roadtec. A rule of thumb is that CIR costs 50% less than rehabilitating with hot mix, and a CIR pavement will possess 80% of the strength of a hot mix pavement.

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*Mitch Mears, Asphalt Specialist
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tim.hoover@bomag.com
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Phone  800-547-7377
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ISSA Welcomes New Members

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Missouri Valley, IA 51555
Phone 712-642-3485
Email tracy@midwest-coatings.com
Web www.midwest-coatings.com
Mr. Tracy Thompson, President
Slurry Seal, Crack and Joint Sealing and Asphalt Repair.

Pavement Solutions, Inc.
1308 Locust Street
Middletown, IN 47356
Phone 765-444-8215
Email pavesolutions@aol.com
Mr. Chris Oakes, Owner/VP
Micro surfacing, Slurry seal and Crack Seal.

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Asfaltos de la Frontera SA de CV
Ave Manuel J Clouthier 280
Juarez, Chihuahua 32700 Mexico
Web www.asfaltosdelafrontera.com.mx
Phone 915-204-3261
Email ggls@asfaltosdelafrontera.com.mx
German Ledezma, Production Manager
Asphalt Emulsion supplier for Slurry Systems

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365 N 9th Street
Laramie, WY 82072
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Fax 307-721-2300
Email jplanche@uwyo.edu
Jean-Pascal Planche
Development of new test methods to assess emulsion residues. Development of new micro test methods to sample, extract and analyze binders from the field. Field survey of chip seals under Federal contracts.

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Digital and Print Magazine focusing on the 3 P’s of the asphalt industry, production, paving and preservation.

Doug Martin, Doug Martin Contracting Company Inc. in a game of shuffleboard with Christina Ingram during the Game-A-Palooza party at the Annual Convention
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Phone 601-933-3000
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Phone 601-933-3000
mark.ishee@ergon.com

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Phone 843-746-8470
everett.crews@mwv.com
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New England Emulsions Corp.
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Peterson Oil Company
Pounder Emulsions - A division of Husky Oil Limited
Quality Emulsions, LLC
Reed & Graham Inc.
Road Science, Division of ArrMaz Custom Chemicals
Russell Standard Corp/Hammaker East, Ltd.
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Telfer Oil Co.
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US Oil & Refining Company
Vance Brothers, Inc.
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VSS International, Inc.
Western Asphalt Products
Western Emulsions Inc.

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Brad Schneider with Specialties Company lines up his shot while Noel Schultz, Jebro Inc. looks on.

He shoots, he scores! Jim Moulthrop, FP2, Inc. shoots some hoops during the Game-A-Palooza party in Aventura, Florida at the AEMA-ARRA-ISSA Meeting.
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Request for Online Educational Videos

Headquarters would like to feature your links for online educational videos or presentations. Do you have them on your company website? People contact AEMA, ARRA, and ISSA constantly, seeking more detail about the materials, products, and processes we represent. We know that some of our member companies have gone to great lengths to build informative websites which 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@aema.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.

Lang Butler from Ruston Paving shared the following:
Our FDR with Portland cement video: http://www.youtube.com/watch?v=SDq-pWLIMdw

Thanks, Lang!

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.

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

ISSA Logo Available to Members

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

To receive the new logo via e-mail, just send a note to ISSA headquarters: krissoff@slurry.org
# Master Calendar of Upcoming Events

## 2014

<table>
<thead>
<tr>
<th>Month</th>
<th>Event Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aug 17 - 20</td>
<td>APWA - <a href="http://www.apwa.net">www.apwa.net</a></td>
<td>Metro Toronto Convention Centre – Toronto, Ontario</td>
</tr>
<tr>
<td>Sep 2 – 5</td>
<td>MPPP – <a href="http://www.tsp2.org/pavement/mppp">www.tsp2.org/pavement/mppp</a></td>
<td>Minneapolis, Minnesota</td>
</tr>
<tr>
<td>Nov 17 – 19</td>
<td>PPRA Fall Meeting</td>
<td>Hyatt Regency - Baltimore, Maryland</td>
</tr>
</tbody>
</table>

## 2015

<table>
<thead>
<tr>
<th>Month</th>
<th>Event Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feb 22 - 25</td>
<td>PPRA World Congress</td>
<td>Hyatt Regency Paris Etoile- Paris, France</td>
</tr>
<tr>
<td></td>
<td>(AEMA, ARRA, ISSA, PPRA, IBEF, ICPP)</td>
<td></td>
</tr>
<tr>
<td>Mar 17-19</td>
<td>World of Asphalt – <a href="http://www.worldofasphalt.com">www.worldofasphalt.com</a></td>
<td>Baltimore, Maryland</td>
</tr>
<tr>
<td>Apr 19 – 23</td>
<td>NACE – <a href="http://www.countyengineers.org">www.countyengineers.org</a></td>
<td>Hilton Daytona Beach Oceanfront - Daytona Beach, Florida</td>
</tr>
</tbody>
</table>

## 2016

<table>
<thead>
<tr>
<th>Month</th>
<th>Event Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feb 23 - 26</td>
<td>AEMA-ARRA-ISSA Annual Meeting</td>
<td>Hyatt Regency Coconut Point - Bonita Springs, Florida</td>
</tr>
<tr>
<td>Nov 1 - 4</td>
<td>AEMA ISAET – <a href="http://www.aema.org">www.aema.org</a></td>
<td>Hyatt Regency Crystal City, Arlington, Virginia</td>
</tr>
</tbody>
</table>

## 2017

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

## 2018

<table>
<thead>
<tr>
<th>Month</th>
<th>Event Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feb 20 – 23</td>
<td>AEMA-ARRA-ISSA Annual Meeting</td>
<td>Renaissance Esmeralda, Indian Wells, California</td>
</tr>
</tbody>
</table>

Updated April 11, 2014
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SAVE TIME.
SAVE THE PLANET.