Boards Identify Priorities in Annapolis
Mike Krissoff, Executive Director

Collectively, financial items and proposed budgets for 2015 were at the top of the list. Although all three are in good shape, the Boards are aware the economy and reduced government funding has not been kind to many of our members.

Late June again saw the arrival of the AEMA, ARRA, and ISSA Board in Annapolis. Preceded by a brief PPRA meeting during which delegates from each Board discussed areas of mutual concern (joint meetings, newsletters, marketing plans), all three groups faced agendas bursting at the seams for time available to address the matters at hand.

Revenues for the Associations are projected to be relatively stable, however our leaders made tough but strong decisions to find ways to cut certain costs. With the recent enhancements to the websites and having strengthened electronic communications, the Boards acted to eliminate the printed versions of the 2014 – 15 membership directories and all future newsletters (we will also provide a link to all members to their respective member databases in excel format). The elimination of selected printed publications is an issue facing organizations across the spectrum, and more and more are taking the same steps to greatly reduce printing, postage, and distribution expenses. Instead, we will rely upon our websites, an electronic version of the newsletter, and ongoing E-News features via Constant Contact to keep our members and professional colleagues up to date on AEMA, ARRA, and ISSA activities and programs. **Special note:** Please be sure we have your correct email address. Everyone should subscribe to our online email lists at aema.org, arra.org, slurry.org, and/or ppralliance.org. Look for a newsletter with a different look in 2015.

Continued on page 26
Using a rotary mixer just makes more sense. The RM500 grinds up existing pavement and mixes it in place with base materials and any other specified remedial agents.

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

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

The RM500 is the greener, cost effective alternative for road rehabilitation. Check out the RM500 at your local Cat® dealer today.

www.cat.com/paving

REUSE THE PAVEMENT, DON’T REMOVE AND REPLACE IT.
Notes from Headquarters

Exhibit space sales are open for the 2015 World of Asphalt and AGG1 expositions. The co-located World of Asphalt Show & Conference and AGG1 Aggregates Academy & Expo will be held March 17-19, 2015 in Baltimore, Maryland USA at the Baltimore Convention Center. The shows are held annually except in CONEXPO-CON/AGG years (such as 2014), when that show spotlights the exhibitors and products of AGG1 and World of Asphalt. www.worldofasphalt.com

Don’t forget the deadline for Awards nominations is fast approaching.

AEMA Hall of Fame Award and the Recognition of Achievement Award nominations must be received by October 31, 2014.

ARRA’s 2015 Special Recognition Award nominations are due by October 1, 2014.

ISSA’s President’s Award nominations must be received by November 30, 2014.

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 client 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://wwwARRA.org/resources/receive-our-emails/
http://slurry.org/about-issa/join-issa/receive-our-emails/

Award ballots and/or criteria are available on each website – visit www.aema.org , www.arrar.org , or www.slurry.org and take the time to nominate someone for recognition.

Speaking of Awards, see page 43 announcing the ARRA/Roads and Bridges Awards call for nominations.

ARRA Members, The BARM 2 is nearly complete. Keep your eyes open for your opportunity to pre-order your copies at a special discounted rate. See Steve Cross’ comments in the ARRA Technical Director’s report on page 18.

If you were unable to attend ISSA’s 2014 Slurry Systems Workshop in Florida, we have a few SSWS CD’s available. The CD contains 28 presentations from the Workshop and much more. Visit www.slurry.org for details - click on “SHOP” and then “Catalog”

Continued on page 4
The Next Step in the AEMA Strategic Planning Process, Listening to Our Members

We have been working on the AEMA strategic plan for quite some time now. I believe we have a good consensus on the board of where we need to go as an association. In the next steps we will start the rollout of the plan and begin to concentrate on implementation. Our next board meeting is in November during the Baltimore PPRA seminar. Between now and then the members of the AEMA board are planning to visit, in person, about half of our membership. For this first visit, we have chosen a cross section of our membership that includes a mix of our membership types and company sizes. We would like to get a broad prospective of opinions from our members. We have several important issues we would like to get feedback on to help us set direction for the next several years. We will be asking five questions and as a result any other information our members want to discuss will also be welcomed.

1. How are we doing as an association in meeting your expectations?

2. How can AEMA improve?

3. What do you think about sharing information for the purpose of measuring and focusing the association’s efforts?

4. What do you think about the AEMA strategic plan?

5. What do you think about the format and costs of the annual meeting? How can it be improved?

The following is a little more background information on each question and some insight into what we are interested in knowing.

1. How are we doing as an association in meeting your expectations?

One of the most important questions any organization can ask. Are we doing what our members expect from us? A number of good things can come out of this conversation.

The first and most important is an understanding from our membership if we are on track or not. The intensity of the emotion attached to this answer is also an important factor. Whatever the answers are to this question, they will be important in gauging how we are doing and directing us to take corrective action where necessary. A secondary benefit is any customer appreciates being asked how they are being treated and given an opportunity to speak their mind.

2. How can AEMA improve?

This is the oblivious follow up to the first question. This is a very open ended question and we are hoping to hear many ideas, big and small. It is one thing to have a good idea of areas you want to improve from a board prospective, but it may be entirely different from our membership’s perspective. It is vitally important that we listen to the concerns and improvement ideas from our members. Hopefully we have captured many of them in the strategic plan, however if we missed something critical we will make revisions to the plan.

3. What do you think about sharing information for the purpose of measuring and focusing the association’s efforts?

We want to double the gallons of emulsions produced by our members between now and 2020, in order to achieve this we need to measure our total emulsion production. As part of the planning process we have been discussing the how we could implement this concept. We have been working with the Asphalt Institute to study how they have implemented a similar process. So far we have keyend in on several ideas. The information would be collected and summarized by an outside source. The board, the association management team, and the membership, would all have access only to the summary information. Measurement is important to focus on results, build accountability, and focus effort. If we can be successful in collecting and discussing this information it will begin to focus our attention on activities that grow our industry. This is the most important function of the association. I also hope this will also lead us to reduce or eliminate activities that don’t help our association grow. Anyway, this idea is important to the growth and prosperity of AEMA. I understand that how the information is collected and handled is also important to our members. We would like input on what our members think and we need to address their concerns.

4. What do you think about the AEMA strategic plan?

We have a very good understanding of where we need to go as a board. The strategic plan has been widely circulated for over a year. We will bring a short one page summary to discuss with our members. There are two proposes for this. First, we want to explain the plan in more detail and get feedback on what people think about various aspects of the plan. As we reach to a larger group we will no doubt hear things that we haven’t thought about yet. I think that this is healthy and will give us a broader understanding of the concerns of our membership. The second goal is to develop ownership of the plan in greater numbers. This will happen naturally as members get the opportunity to discuss the plan and give input.

Continued on page 10
HEATEC recently introduced a new skid for production of asphalt emulsions. It contains our new Barracuda® colloid mill and related systems. The mill is also available separately.

The Barracuda mill emulsifies a mixture of asphalt, latex and a chemical solution to produce a stable, homogenous material, either cationic or anionic. The mill is heated by hot oil from an external source. It has the ability to produce 15,000* gallons of emulsified material per hour in a single pass through the mill. It is powered by a 150 hp electric motor. Other sizes will soon be available.

Our engineers thoroughly researched existing mills to find where improvements could be made. Consequently they designed our new mill to overcome known drawbacks of other mills.

The skid has an automated PLC control system with touch screens. The ingredients of the mixture are precisely metered. A conventional Heatec metering package meters the hot liquid asphalt. The asphalt is filtered through a strainer and controlled with an air actuated valve. The latex and solutions systems are each controlled by an actuated valve and flow meter.

Please call today for more information.

*Barracuda ACM150 mill

*Mill production rates vary, depending on the ingredients used, droplet sizes to be produced, stability achieved and other factors.
Greetings from the front office.

I trust this finds you all completely engaged in your field of expertise.

Again, this season it seems we are dealing with yet another set of variables; at least in the Great Lakes region. A cool wet spring that wouldn’t seem to end, followed by turning over every stone looking for work. The next phase that we’re in now is that the flood gates opened and now we’re wondering how we will get it all done.

Crazy business, but this is the life we chose and for the most part, love.

My above reference was referring to our recycling division. My company is a large asphalt producer as well in the Chicago area and that’s a little different story.

Fairly steady oil prices keeping per ton asphalt in the mid to upper sixties. Fewer jobs due to budget restraints equates to more horses at the trough on all size jobs which equals a much lower margin market. It’s a tough business right now on the paving side.

Changing gears, I think all of our occupations and lives for that matter require reflection. So I sat down a week or so ago and tried to take a good look at the recycling industry as a whole, ARRA as a group and myself at the contractor level. I’ll give you a quick peek at my findings. “It’s all good.”

As a contractor our recycling business has grown at least 10% a year for a good many years. Now, why is that? Well, we are a pretty good contractor, and our retention of first-time customers is off the charts, so we continue to grow.

Where do the new customers come from? We have a marketing group on the street to spearhead our efforts, and that’s key. I think what we are finding as well, at the agency level, is greater awareness accompanied by less resistance to accept alternative methods.

This is in fact the case and absolutely what is happening in our marketplace today. “How did this happen?” one might ask. The answer to some degree could be our individual marketing efforts regionally around the country, and that would be correct. I think the bigger picture or percent effect would be coming from ARRA or us as a group.

We are now holding annual meetings internationally. We have formed an alliance with AEMA and ISSA to multiply our efforts. The recently-completed In-Place Recycling seminar with FHWA in Denver was pushing 250 plus attendees. Regional seminars for those that do them have proven to be invaluable. Our semi-annual meetings I think are slated to be our next growth spurt, in that we are incorporating PPRA or all three organizations together …synergy.

This is why I suggest taking time to reflect. It’s always good to review where you have been. It may well help you determine where you are going. Very much a part of that decision tree for me and my organization includes ARRA and the value it brings.

Hope to see some new faces in Baltimore, MD at the 2014 PPRA Fall Meeting (which incorporates the ARRA Semi-Annual Meeting) Nov. 17-19, and it goes without saying our annual meeting in Paris, France, February 2015.

Have a safe and prosperous balance to your seasons. As always, if I can be of assistance in any way, feel free to call me directly.

Regards,

PAF
The Unbeatable Combination:
RX-900 cold planer and
RT-500 cold recycler from Roadtec.

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.

Roadtec has been developing and refining its CIR technology over many years and offers a number of equipment configurations to help you meet your goals.

To find out how Roadtec can assist you with your CIR questions and equipment needs, contact us at the number below, or see our website www.roadtec.com.

*Because CIR is the Future of Road Rehabilitation.*
ISSA PRESIDENT’S MESSAGE

Christine Deneuvillers, VECTRA

Chers membres de l’ISSA, BON-JOUR !

Comment allez-vous ?

This is the high season for road construction all around the world and in the USA, and I wish you big success.

I was not able to make the June board meeting in Annapolis and Vice President Rusty Price conducted very successfully in my absence. The board members had a lot to cover in and he prepared it very well in advance, to be sure everybody could contribute efficiently.

Many items have been carried out:

- 2014 projected and 2015 proposed budget. A loss is projected in 2014, due mainly to a loss at the SSWS in Florida (attendance was low and costs are always higher in Florida). A budget committee has been established to ensure a balanced budget in 2015. Some immediate actions have been decided: we will not print a 2014-2015 directory, and publication and distribution of Newsletter number 3 and beyond will be only via electronic means only
- Technical items and especially reviews of ISSA’s Technical Bulletins (please don’t hesitate to volunteer to help and contribute to improve the quality of technical documents if you have experiences to share) and lab certification (ISSA will assist AMRL in training and consulting). ISSA will also advise its members of its plans to establish slurry/micro certification and help in implementation.
- Technical Marketing and Web-Based Training Phase Two (Spreader Box Principles, Crack Treating: a kick-off meeting was held in June, and ISSA’s Subject Matter Experts met with the team at NCPP in July
- Ongoing enhancements with Online & Social Media Marketing
- Proposed bylaws changes were approved by the board to include Mexico in the International Members categories. Members will vote on these proposed changes at the 2015 Convention.

Many other items were reviewed together with our sister AEMA and ARRA including headquarters activities, Online & Social Media Marketing report, and General Counsel’s report.

I have a special thanks to Rex Eberly, Bergkamp, as ISSA’s Program Chairman of the next PPRA Fall Meeting, November 17-19, 2014, at the Hyatt Regency in Baltimore, which will welcome many people from the industry and from the agencies. This event will be the second occasion for this meeting and we ask you to speak to those around you and encourage agencies to attend. This will be again a very good opportunity to share and exchange and also to set up committee meetings and to progress in all the topics that have been identified. Attendees will enjoy again the top quality of the speakers and presentations.

The 2015 PPRS (the first Pavement Preservation World Summit) is in good shape; don’t forget that reduced fees are still available through September 2014. The website and details have been active for several months. With attendance projections now up to 650, it is the PLACE TO BE in February 2015! So please stop reading and go on the site: www.pprsparis2015.com and register!

Here in Europe the economical context is rough again this year, 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.

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

Kind regards,

Salutations,

Bonnes vacances d’été (enjoy summer time)

Christine Deneuvillers
NEW VSS STV™
Slurry Transfer Vehicle

The STV takes the proven technology of the Material Transfer Vehicles (MTV) already used in the Road Construction Industry and applies it to road maintenance. The STV will allow you to make your Truck Mounted Slurry Machines into versatile Continuous or Standard slurry machines. The highly productive STV can work with both the Macropaver® and competitor’s machines.

EMULTECH® EMULSION PLANTS
Grow your business, enhance your versatility and control your quality by making your own emulsions. Emulsion Plants available in sizes producing 8, 16, 25, 40 and 75 tons per hour. Both stationary and mobile plants available. Popular sizes in stock. Call us to discuss your needs.

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5. What do you think about the format and costs of the annual meeting? How can it be improved?

The annual meeting is a topic of frequent discussion at the board meetings. We want to understand if the annual meeting is serving the needs of our members. We would like to discuss the cost, locations, choice of hotels, activities, topics, and speakers you would like to see. Are there aspects of the annual meeting the members don’t like? Are there other activities that we could be doing? Do you have ideas from other associations? The annual meeting has a major impact on our financial performance. It is important that we get this one right.

We are interested in input from all of our membership. If you are not contacted in the next few months by one of our board members for a meeting, don’t feel bad, we will not be contacting everyone. If you have opinions you would like express on any of these topics you may call or email me or any of our board members. We are very interested in how we are doing and where we improve.

Mark McCollough

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**Notes from Headquarters - Continued from page 3**

In the trade press:

California Asphalt – 2014 Pavement Preservation Issue


Foamed Asphalt – Helps Recycle, Reduce & Reuses, The award winning project cuts construction costs by nearly 60% over traditional paving
By Jessica Stoikes, Associate Editor


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**AEMA President’s Message - Continued from page 6**

In the trade press:

California Asphalt – 2014 Pavement Preservation Issue


Foamed Asphalt – Helps Recycle, Reduce & Reuses, The award winning project cuts construction costs by nearly 60% over traditional paving
By Jessica Stoikes, Associate Editor


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**Dear Butch…**

Dear Butch,

On behalf of the Boards of Directors and the members of AEMA, ARRA, and ISSA, thank you for all you’ve done to advance the concepts of pavement preservation & recycling. I can’t count the number of times you’ve spoken for us at our own industry meetings, nor how many times you’ve represented our views before other constituencies. Nor can I count the number of emails we’ve exchanged, nor the number of times you’ve assisted me or one of my members in navigating the federal bureaucracy in search of a solution to a particular challenge.

As you enter your much-deserved and well-earned retirement, take quiet satisfaction knowing that your contributions to our programs over the years have left AEMA, ARRA, and ISSA in much better shape than you found them. All three groups are stronger, our reach is deeper, and our offerings more comprehensive. We could not have achieved this level of strength and success without your input, assistance, and guidance.

I regret that I am unable to attend your retirement ceremony and celebration this Thursday, but I wanted to make sure you know how much we appreciate your efforts. You probably have plenty of fun and relaxing activities planned to keep you busy, but if you find yourself hankering for some news of our industries, send me your new contact information and I’ll put you on our emailing lists.

Very best wishes, Butch, and again, thank you.

Regards,

Mike

Michael R. Krissoff
Executive Director
Asphalt Emulsion Manufacturers Association
Asphalt Recycling & Reclaiming Association
International Slurry Surfacing Association
Pavement Preservation & Recycling Alliance

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**See Butch’s reply:**
From: Butch.Wlaschin@dot.gov [mailto:Butch.Wlaschin@dot.gov]
To: Mike Krissoff
Subject: RE: AEMA-ARRA-ISSA

Thanks Mike.

My special thanks to the leadership of all three Organizations. You do not know how much I appreciate you letting me join the family. While I might not have had all the passion for preservation that Jim S. did back in the day, he certainly paved the way (no pun intended). The annual and semi-annual meetings, the recycling conferences and the one on one chats with the Board members and senior contractors have always been very special.

We have made significant progress. We now have an official definition, and we have together made 'preservation' a much talked about tool in the asset management tool box. Preservation is a key component of the current transportation authorization. It will be very important over the next several years to keep the effort focused and moving forward. I remain very concerned that one episode of the wrong treatment, at the wrong place, and wrong time and even with the wrong people will have serious consequences for all of our hard work.

We need to drive home more than ever, the right treatment, at the right time, the right place, with the right people. We need the Organizations to continue to be strong advocates for the work you do. At the end of the day, our neighbors, owners and operators need to be saying, AEMA, ARRA and ISSA helped us maximize our pavement investments, and that this pavement will last another 5-8 or even 10-15 years without any major work. That we have collaboratively reduced the number of work zones, and improved the safety on the nation’s highways. We are helping maintain our mobility and quality of life.

That’s what everyone hears from me, and that is what everyone needs to hear from you.

Again, thanks for allowing me the opportunity to work with you (Mike) and the AEMA, ARRA, and ISSA organizations for these past 7 years.

As my wife and I embark on our next adventure – hopefully a few domestic road trips - I’ll be watching.

Thanks again.

Butch

Butch Wlaschin, PE
Director, Office of Asset Management, Pavements and Construction
Office of Infrastructure
Federal Highway Administration
1200 New Jersey Avenue SE, Room E75-340
Washington, DC 20590
Phone: 202-366-0392
email: Butch.wlaschin@dot.gov
As Stephen Cross, ARRA’s Technical Director, mentioned at the beginning of this newsletter (page 18), over 150 attendees ranging from ARRA Members, State DOT’s, and industry professionals from all over the globe traveled to Denver, Colorado to participate in the 2014 International & Western States In-Place Recycling Conference.

The first two days of the conference provided a broad view of the “state-of-the-practice” for in-place recycling.

Tuesday began with opening remarks from ARRA President Patrick Faster. The rest of the day focused on a summary of FHWA’s activities and support for In-Place Recycling, discussions on programmatic considerations like program selection and CDOT’s performance and life cycle costs from Scott McDaniel (Acting Chief Engineer, CDOT), and ended with a DOT discussion moderated by FHWA’s Tim Aschenbrener where Representatives from Alaska, Arizona, California, Colorado, Denver, Florida, Georgia, Idaho, Kansas, Minnesota, Montana, Nevada, and New Mexico DOT’s discussed what they are doing, the obstacles they are facing, and what it will take to do more in the future.

Wednesday kicked off with an In-Place Recycling Field Trip, thanks to demonstration sponsors Coughlin Company, Cutter Repaving, Inc., and Suncor Energy. The attendees saw a live job being done in Colorado and then were off to see CDOT’s facility for a demonstration of how they recycle asphalt. Once we returned, a discussion about Technical Considerations was moderated by Meadwestvaco’s Mike O’Leary, followed by talks on Structural Design from TxDOT’s Joe Leidy and Mix Designs from Todd Thomas from Colas. The day ended with presentations relating to Specifications and Construction Operations moderated by Steve Mueller, President/CEO at The Stephen Mueller Consultancy. CDOT’s Bill Schiebel spoke on Cold In-Place Recycling, Marco Estrada from PRSI spoke on Full Depth Recycling, and the session ended with Pat Kennedy from the City of Denver and FHWA’s Tim Aschenbrener talking about Hot In-place Recycling.

The final day of the conference began with a discussion on International activities moderated by Meadwestvaco’s Everett Crews. The first discussion was the Cold Mixtures research and development being done in Denmark, Finland, Germany, Ireland, Netherlands, and Norway. Jorge Escalante from TDM Peru presented on the South American perspectives on Cold Recycling, Meadwestvaco’s Stephane Charmot talked about the recycling directions in the People’s Republic of China, and NCAT’s Buzz Powell ended the discussions with a talk on current In-Place Recycling Research.

The last half of the day was dedicated to the Revitalizing In-Place Recycling Technologies Workshop Sessions sponsored by Texas A&M Transportation Institute (TTI). The attendees dispersed into four breakout sessions with the goal of identifying the gaps in knowledge and barriers associated with Cold In-Place Recycling lead by Stephen Cross and Scott Metcalf, Full Depth Recycling lead by Bill Schiebel and Jason Wielinski, Hot In-Place Surface and Repaving led by Tim Aschenbrener and Jay Goldbaum, and Hot In-Place Remixing led by Dave Johnson and Terri Parker. After the breakout sessions, the attendees reconvened as each group’s lead presented the recommendations and findings led by Jon Epps from TTI. Lee Gallivan and John Epps led a discussion on Agency Lessons Learned and how each state present will implement In-Place Recycling.

Presentations are available for download to ARRA members in the Members Only section of arra.org.
Welcome and overview of the importance of in-place recycling and reclaiming with Scott McDaniel; CDOT, Lee Gallivan; FHWA, Butch Wlaschin; FHWA, Stephen Cross; ARRA and Jason Dietz; FHWA


Everett Crews, MWV, leads a discussion on International Activities

Stephane Charmot, MWV, discusses recycling directions in the People's Republic of China

Scott Metcalf, Ergon Asphalt & Emulsions and ARRA Technical Director Stephen Cross (both standing on the left) led the Cold In-Place Recycling breakout session
Field Trip!
Hot In-Place Recycling Project

Attendees also visited a Cold Central Plant recycling demonstration shown below
Over the past few newsletters I’ve discussed various tips and tactics for different social media tools. Yet, one of the biggest reasons I hear why people/companies are not using social media is “My customers don’t use [insert social media tool here].”

While you may be agreeing with that statement, keep in mind that AASHTO’s 2013 State DOT Social Media Survey reported that 89% of state DOTs use BOTH Twitter and Facebook. In addition to that, 82% are using video for public outreach and overall agency messaging.

That means that the people that hire you, or are hiring your customers, are already there. They use them for sending information to drivers like road closures, road repair, and emergency alerts.

One respondent to the survey stated “Increased interaction (on Facebook and Twitter) is leading to increased questions (how funded, major projects, etc.), which is challenging us to think of creative ways to answer/reach constituents... we are beginning to offer more video release and strongly considering live webinars/podcasts.”

The report also states, “When asked to describe their biggest challenge, many state DOTs mentioned a lack of resources to support their growing communication programs. One respondent said, ‘Shrinking resources (we’re reducing our workforce by 10 percent) vs. need to stay on top of new media. Rising costs of (social media) monitoring software.’”

As we are heading into the PPRA Fall Meeting with the focus on “Extending the Nation’s Road Maintenance Dollars,” imagine how valuable a partner you would be to them if you post before and after pictures from your jobsite to Twitter or Facebook helping the community understand what’s being done? What if you wrote a blog post on your company’s website about projects you’ve done that have saved the city time and money using recycled materials?

Content like this can be valuable not only to the public, but to the DOTs, municipalities, and public works agencies to show how they are saving the tax payers money and time. Not only that, but it would raise awareness for your association and its disciplines.

Facebook, Twitter, Instagram, Pinterest, and LinkedIn are just a few of a wide range of tools with their own networks that have no upfront cost. While that can seem overwhelming, remember that you don’t have to use everything. If you find a particular tool doesn’t work for you after 120 days, you don’t have to keep using it. One rule of thumb when ending use of a social media tool is to make your final post giving people a way to reach your website instead of just deleting the account. You should always keep control of your profile and company name on various social media tools even if you aren’t using that account. You never know, you may find use for it later.

I highly encourage you to take a few minutes to read the Fourth Annual State DOT Social Media Survey by AASHTO. You can download the 4 page, easy to read, report by visiting http://communications.transportation.org/Documents/Social%20Media%20Survey_final_Oct2013.pdf

If you want to get into this on your own, I highly recommend picking up “Jab, Jab, Jab, Right Hook” By Gary Vaynerchuk. It is a no nonsense look at the current top six social media tools. The book also includes great case studies of what to do and what not to do on each.

As always, I am here to help if you have questions about any one of these tools.
1) Regular Business

a) A document addressing proper sampling, shipping, reheating and sampling the sample for testing has been created. It is in the attachments for your review and approval.

**Action:** submitted for BOD review

**Responsible Person(s):** Hans Ho, Martin Thompson

**Due:** June 2014 Mtg

b) RPG Update

**Action:** Distribute to Mark Ishee, Mark McCollough and Diane Franseen for final review
- Make sure terms are in agreement throughout the document.

**Responsible person(s):** Mark Ishee, Mark McCollough, Diane Franseen, Mike Hemsley

**Due:** June 2014 for this review Nov 2014 for Final Review.

c) Continued Updates for New Methods and Specs from Emulsion Task Force/Group. A current update / report is attached from Arlis that covers both items “C” and “D” of this agenda.

**Action:** review new methods, tests and specs

**Responsible person(s):** Arlis Kadrmas

**Due:** ASAP / ongoing

d) We are putting the formation of the Round Robin Groups in a holding pattern for the time being. We will still be evaluating some of the tests but those will be based on what we cannot get accomplished through ARML. The first AMRL tests will be coming out with this year’s AMRL sample. Arlis’ update is attached that covers Items “C” and “D” on this agenda.

**Action:** evaluate AMRL data upon return of initial data.

**Responsible person(s):** Arlis Kadrmas and Kevin McGlumphy

**Due:** ASAP / ongoing

e) Lee Galivan (FHWA) – AFH60 – Flexible Pavement Construction & Rehabilitation Committee, is looking for someone to “sponsor” a 1) Best Practices and 2) generic specification for Bond Coats. I was told that he thinks this could be done through AEMA.

**Action:**
- Mark McCollough will contact Lee and find out what is needed
- Based on feedback – determine what we will need to create document wise.

**Responsible person(s):** Mark McCollough

**Due:** ASAP / ongoing

f) An Educational Chair has been created for the ITC. Barry Baughman has accepted this responsibility. This position will be tasked with the collection and distribution of educational and lecture materials to colleges and universities in the promotion of Pavement Preservation. The Educational chair can also be responsible for the Web based training modules.

**Action:** Begin collecting presentations and educational material.

**Responsible person(s):** Barry Baughman

**Due:** ASAP / ongoing

2) Special Business – Educational Chair (Barry Baughman)

A) Create Web Based Training Modules on
1) BAEM
2) RPG – once rewritten
3) The “Basics on Asphalt Emulsions” – Storage, Handling and Testing. ASTM currently has video demonstration of the current test methods and steps. Potential expansion on this effort or incorporation into AEMA?
The Emulsion Task Force (ETF) met on May 7th & 8th, 2014 in Arlington, VA at the FHA facility. The purpose of this meeting was to update the Task Force on the subcommittee activities and to review the seal coat and micro surfacing standards being written for AASHTO. There had been many subcommittee conference calls prior to this meeting and work done on the standards by the subcommittees. This report is to update the AEMA on the workings of the ETF and the forward plans for the group.

The Emulsion Task Force meeting started with updates from each sub-committee by their respective chairs. The subcommittees included: the Residue Recovery & Residue Testing Methods, the Design Group – Spray, the Design Group – Mixture, the Supplier Certification and Quality Assurance, the Recycling subcommittee, and the Research subcommittee. After the updates were given, each subcommittee met the following day to discuss activities and develop short and long term goals. The Residue Recovery & Residue Testing sub-committee has been working with AMRL on getting data for the low temperature recovery procedure. This information will show rheological testing of this residue and the precision of those results in comparison to traditional testing. The AEMA ITC has been involved with this effort and will continue to be updated on this progress. The Recycling sub-committee has been working on Cold In-Place Recycling standards to submit to the group for review. Further details on each sub-committee will follow as I get information on the minutes of the meeting.

A major focus of the meeting was on the development of AASHTO standards for chip seal and micro-surfacing. The Standards will cover Specifications as well as Design Practice. The chip seal standards were further along and took the majority of the discussion. Changes regarding setting specifications that relate to climate areas were put forward as pen ranges to be discussed. These changes to the residue testing will continue to use the traditional recovery techniques and changes to the specifications using the low temperature recovery techniques will be in future drafts. These changes are being submitted through AASHTO M316 modifications. Along with the pen ranges being introduced in the Specifications for climate area for chip seals and micro-surfacing, it is being introduced to replace the existing solubility test on the residue with an ash content. The micro-surfacing specification also has changes to softening point based on softer base asphalts for the emulsions using those pen ranges. The ETF has put together a working group to review these standards before submission to AASHTO as well as using the working group to assist in responses to AASHTO on any questions they may have regarding these standards. The working group has been very active with conference calls to try to get these standards as close as possible before submission to AASHTO.

The meeting concluded with the discussion of Action Items and discussion of possibilities for future meetings. More detailed information on the ETF and these topics can be found on the web site: www.pavementpreservation.org/expert-task-group/etg-documents/.

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**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.
Update of ARRA Technical Director’s Activities

by Stephen A. Cross, ARRA Technical Director

By the time you read this article we will have hosted the latest FHWA/ARRA In-Place Recycling Conference in Denver, Colorado. We had considerable assistance from our usual cast of ARRA contractor, supplier and affiliate members, and the National Center for Pavement Preservation. This year’s meeting received additional support from Colorado DOT, who acted as our local host, the Colorado Asphalt Pavement Association and the Asphalt Institute. We added two new sessions to this year’s conference, one on international activities and the second a breakout session titled Revitalizing In-Place Recycling Technologies: Gaps, Barriers and a Path Forward. The Texas Transportation Institute at Texas A&M University partnered with us to sponsor the breakout session. We will have a complete summary in the next newsletter.

One of ARRA’s initiatives has been the development of a sustainability calculator for in-place recycling. Dr. Phil Lewis at Oklahoma State University and I have received a research and education contract through our local transportation center to develop a basic sustainability calculator. A very interesting development has been a solicitation by FHWA titled In-Place Recycle Paving Methods: Energy Use Analysis. With the successful completion of this project the data should be available to develop a very comprehensive sustainability calculator.

A working draft of the Basic Asphalt Recycling Manual or BARM was sent to the publisher in July so he could begin preliminary work on the layout. We will be sending completed sections to the respective CORE subcommittees for final review and approval. The publisher has notified us of clarity issues with a few of the photos so we will be sending out requests for original photos or replacements. I am not sure everyone realizes the amount of time and effort that has gone into the complete revision of the BARM. Special thanks are due to the CORE subcommittee chairmen who coordinated the section reviews and to Don Matthews, PRSI, Todd Thomas, Colas Solutions and Victor (Lee) Gallivan, FHWA, who worked on the line by line review of the entire document.

On the training front, we are assisting the Transportation Curriculum Coordination Council in the development of web based training courses for hot in-place recycling and full depth reclamation. Work continues on development of our construction guideline series. As these are completed we will begin posting them on the ARRA website. I anticipate having several new drafts for our CORE subcommittees to review this fall at the PPRA meeting.

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It's an exciting time to be an ISSA member. There are a variety of activities underway to validate your commitment to membership in ISSA. I’ve briefly outlined a few of those activities below.

ISSA Board of Directors and member’s representatives continue to work on the Emulsion Task Force (ETF) Spray Grade and Mixing Group Subcommittees, led by Jim Moulthrop and Dr. Gary Hicks, with renewed intensity. The work includes Materials Specifications, Design Practices, Construction Guides, and Best Construction Practices for both Chip Seal and Micro Surfacing applications. The ISSA Board was represented at the ETF Meeting held in Arlington, Virginia on May 7-8, 2014, by Larry Tomkins, Dave Welborn, and me. Additionally, ISSA member company representatives Debbi Deep and Andy Bickford participated on ISSA’s behalf to impact the specifics of those documents as submitted to AASHTO. All of these efforts will make a positive impact on our industry as they make their way through the approval process and are put into practice in every state in our nation.

With the ever growing market opportunities for ISSA disciplines in Latin American countries, the need for Spanish language versions of all of the ISSA Guidelines (A105, A143, A165, and A175), six of the ISSA Technical Bulletins (TB 106, 113, 114, 139, 144, 145), and the TB 106 Cone Consistency Template have been translated into Spanish and are available for download via www.slurry.org. At present, there are no plans to make these documents available in hard copy. In another great opportunity to showcase the benefits of ISSA membership to our international members, letters promoting ISSA and its resources were generated and sent to Mexican government officials in the State of Chihuahua. What can we do to help you promote the ISSA disciplines in your country?

As we continue to partner with Larry Galehouse and his team at the National Center for Pavement Preservation (NCPP) at Michigan State on many fronts, we are working with them to review/revise the current NCPP course materials for Slurry Seal and Micro Surfacing training. Those reviews will be done by Scott Bergkamp, Debbi Deep, Pierre Peltier and me. As with all educational materials for our industry, our goal is to continually review course materials in order to provide training that accurately reflects current best practices for those applications.

Of interest to many of you, the ISSA Board of Directors met with AASHTO Materials Reference Laboratory (AMRL) representatives Casey Soneira and John Malusky at the ISSA Board of Directors meeting in Annapolis, Maryland in June. The background and purpose for the meeting was to update the ISSA Board of Directors and address questions, or concerns, regarding the development of a qualification/accreditation process for ISSA member laboratories that provide slurry seal and micro surfacing mix designs. The laboratory qualification process is one way for ISSA member companies to differentiate themselves by providing value with an additional level of confidence to owner agencies regarding quality expectations for our pavement preservation technologies. We’re excited about working with AMRL to develop this program.

Please direct questions, or comments, to Bob Jerman at robert.jerman@mwv.com.
By the time you read this, the President has signed the extension of MAP-21 until May, 2015 with funding that will allow the FHWA to reimburse DOTs from the Highway Trust Fund (HTF). Good news on one front that projects will continue to proceed as planned and bad news that there is only a short term extension, not the kind that allows agencies to plan for future revenue, and contractors and equipment manufacturers to expend capital expenditures for future expansion. We will continue to be involved with Congress to encourage the development and passage of a long term transportation bill that properly funds the HTF.

The preservation group study at NCAT continues and the 2012 research study will wind down this fall and a comprehensive report on the findings on the track and the off-site study on AL Lee County Road 159 will be presented at a meeting to be held in Auburn, AL on March 3-5, 2015. Preliminary discussions have taken place with NCAT to continue the monitoring of the preservation sections on both facilities until they reach pre-treatment conditions. Discussions have also been held regarding the next three year cycle at the track since additional states have indicated a desire to participate in the next preservation study. Additionally, very preliminary discussions have been held between NCAT and AL DOT to place treatments on a state highway and also with MN Road to coordinate a study of similar preservation treatments at both facilities (same treatments with different designs using locally available materials and contractors).

We continue to be engaged with the ADA issue as can be noted in the last two issues of the Preservation Journal. The CA Pavement Preservation Center conducted a survey to determine the impact of the July, 2013, Technical Memorandum from the Department of Justice and FHWA and found that a large number of local agencies plan to discontinue the use of several preservation treatments considered as alterations to the pavement surface which require compliance with the ADA requirements. The CA Asphalt Pavement Association issued a Special Report entitled “Bumpy Road for Federal ADA Guidance on Pavement Maintenance” in July and the CA Chip Seal Association is currently surveying their membership to determine the effects of the DOJ/FHWA memo. We plan to gather as much data as possible on this impact of this issue so we can have a meaningful discussion with our FHWA contacts.

As you will read in other parts of this newsletter, plan now to attend the Paris conference next February.

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**FP² Inc. Update**

Jim Moulthrop, Executive Director

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**Asphalt Emulsion Manufacturers Association**
http://www.facebook.com/aema.social

**Asphalt Recycling & Reclaiming Association**
http://www.facebook.com/arra.social

**International Slurry Surfacing Association**
http://www.facebook.com/issa.social
Select ISSA Guidelines and Technical Bulletins Available in Spanish

Spanish language versions of the following ISSA Guidelines and Technical Bulletins will soon be available to members electronically as free downloads from www.slurry.org.

GUIDELINES

Recommended Performance Guideline for Emulsified Asphalt Slurry Seal
A105 Normas de rendimiento recomendadas para slurry seal de asfalto emulsionado
(Revisado en febrero de 2010)

Recommended Performance Guideline for Polymer Modified Micro Surfacing
A143 Norma de rendimiento recomendada para micro pavimentación
(Revisado en febrero de 2010)

Recommended Performance Guideline for Chip Seal
A165 Norma de rendimiento recomendada para la aplicación de chip seal

Recommended Performance Guideline for Crack Treatment
A175 Norma de rendimiento recomendada para el sellado y rellenado de grietas

TECHNICAL BULLETINS

Test Method for Wet Track Abrasion of Slurry Surfaces
TB100 Método de ensayo para la abrasión húmeda de sistemas de superficies tipo slurry

Measurement of Slurry Seal Consistency
TB106 Método de ensayo para medir la consistencia de sellador de tipo slurry

Trial Mix Procedure for Slurry Design
TB113 Método de ensayo para determinar el tiempo de mezcla para sistemas de superficies tipo slurry

Wet Stripping Test for Cured Slurry Seal Mix
TB114 Método de ensayo para decapado húmedo de mezclas de superficies curadas de tipo slurry

Test Method to Classify Emulsified Asphalt/Aggregate Mixture Systems by Modified Cohesion Tester
Measurement of Set and Cure Characteristics
TB139 Método de ensayo para determinar el desarrollo del endurecimiento y curado de sistemas de superficies de tipo slurry mediante un comprobador de cohesión

Test Method for Classification of Aggregate Filler-Bitumen Compatibility by Schulze-Breuer and Ruck Procedures
TB144 Método de ensayo para clasificar la compatibilidad de los materiales de superficies de tipo slurry mediante los procedimientos Schulze-Breuer y Ruck

Test Method for Determination of Methylene Blue Absorption Value (MBV) of Mineral Aggregate Fillers and Fines
TB145 Método de ensayo para determinar el valor de azul de metileno en partículas finas de agregado mineral
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Board Proposed Amendments to ISSA Bylaws

During its meeting on June 24 – 25, 2014, the ISSA Board of Directors approved the following changes to the ISSA Bylaws. These changes must be ratified by the membership during the 2015 Convention.

CURRENT:

ARTICLE II: MEMBERSHIP

2. Voting Membership. The following membership classes shall have a vote in all determinations of the Association at regular and special meetings or by mail vote (including facsimile and email). Voting members are eligible to serve as directors or hold office in the Association.

- **Contractor Membership:** Individuals or firms engaged as contractors or subcontractors in the business of emulsified asphalt slurry seal, micro surfacing, asphalt based chipseal and asphalt based crack treatment in the United States, Mexico, or Canada.

- **Supplier Membership:** Individuals or firms furnishing equipment and/or materials to the emulsified asphalt slurry seal, micro surfacing, asphalt based chipseal and asphalt based crack treatment industry in the United States, Mexico, or Canada.

- **International Contractor Membership:** Individuals or firms that qualify for Contractor membership, domiciled outside but not engaged as Contractors in the United States, Mexico, or Canada.

- **International Supplier Membership:** Individuals or firms that qualify for Supplier membership, domiciled outside but not engaged as Suppliers in the United States, Mexico, or Canada.

PROPOSED:

2. Voting Membership. The following membership classes shall have a vote in all determinations of the Association at regular and special meetings or by mail vote (including facsimile and email). Voting members are eligible to serve as directors or hold office in the Association.

- **Contractor Membership:** Individuals or firms engaged as contractors or subcontractors in the business of emulsified asphalt slurry seal, micro surfacing, asphalt based chipseal and asphalt based crack treatment in the United States or Canada.

- **Supplier Membership:** Individuals or firms furnishing equipment and/or materials to the emulsified asphalt slurry seal, micro surfacing, asphalt based chipseal and asphalt based crack treatment industry in the United States or Canada.

- **International Contractor Membership:** Individuals or firms that qualify for Contractor membership, domiciled outside but not engaged as Contractors in the United States or Canada.

- **International Supplier Membership:** Individuals or firms that qualify for Supplier membership, domiciled outside but not engaged as Suppliers in the United States or Canada.
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The PPRA group also took a look at the annual meeting, concentrating on venues, hotel room prices, amenities, spouses’ programs, scheduling of the golf tournament, types of speakers, and the traditional, but expensive, theme party. AEMA-ARRA-ISSA is already booked for 2015 in Paris with plans pretty much locked in. And we have contracts signed for 2016 in Bonita Springs, Florida, 2017 in Tucson, Arizona, and 2018 in Indian Wells, California, but we’re taking a look at possibly reformatting some of those arrangements, perhaps with a further reduction in spouse registration fees and the elimination of the theme party. Just an aside, the theme party has always been a “destination” event; everyone came, enjoyed refreshments, dinner, music, entertainment and camaraderie. In more recent years, though, it seems a large portion of our folks just seem to drop in on their way to or from a dinner out. This event made a lot of sense when all meeting registrants participated fully; now, maybe not so much, and it is a very expensive evening to produce. We’d appreciate your thoughts regarding anything to do with our annual meeting (format, costs, amenities, venues, content, etc… send an email to krissoff@krissoff.org).

On to the heavier issues….

Coming up are the 2014 PPRA Fall Meeting in Baltimore, the ISSA Slurry System Workshop in Las Vegas, and the Pavement Preservation & Recycling (World) Summit in Paris. Registration & sponsorship materials for Baltimore and Paris have been out for months; Las Vegas will follow shortly. Please note these deadlines for discounted registration fees and hotel cut-off dates:

- **PPRA 2014 Baltimore - October 17, 2014**
- **SSWS 2015 Las Vegas – December 15, 2014**
- **PPRS Paris 2015 – September 30, 2014**

AEMA is diligently focused on a new strategic plan, and devoted most of its meeting time to this subject. Subcommittees have been meeting for months, each with specific charges for specific segments, major objectives such as legislation, marketing, education, member services, organization, and financial/accounting. Please refer to President Mark McCollough’s message on page 4 for an update. The International Technical Committee under the leadership of Chairman Mike Hemsley is firing on all cylinders with five or six major initiatives. See Mike’s report on page 16.

Big news for ARRA is that BARM2, the all new Basic Asphalt Recycling Manual, is very close to completion, with the final manuscript in the hands of the graphics designer. Headquarters will soon send details regarding a special discounted price for bulk quantities ordered before we actually go to press, to help us arrange the most favorable terms for our initial print run; this will be a one-time opportunity. Remember, the plan is not to buy one BARM2 to put on your shelf; the plan is to buy them by the case and distribute to the user agencies with which you work. Much effort for the past several months has been the organization of the ARRA/FHWA In-Place Recycling Conference in Denver in early August. See article on page 12. Further effort revolves around the agenda of ARRA Technical Director Steve Cross, ably supported by our technical subcommittees. ARRA will be represented on the program at the SHRP R-23 Implementation Conference in September 2014, and at World of Asphalt 2015. Cross and team are working on training activities with TCCC, best practice guidelines for all disciplines, an FHWA Usage Data Survey, development of a sustainability calculator, and much more. Supplier Member Chairman Tom Kiernan leads the regional seminar thrust, having conducted four in the first six months of 2014 (see list of sponsors on page 29).

ISSA has a full plate, too, with several ongoing and new efforts underway. With another year to go with FHWA on the Web-Based Training Phase One (two modules on Slurry/Micro and one on Chip Seal), of which hundreds of students have taken part, we recently signed the paperwork with FHWA for a Phase Two (one module on Spreaderbox Principles and one on Crack Treating); we are excited to announce that our partner in converting the ISSA content into an online learning system will be Larry Galehouse and his team at NCPP and Michigan State University, with Larry Tomkins chairing the committee for ISSA. Technical Director Bob Jerman announced the completion of the translation of the ISSA Guidelines and several key Technical Bulletins into the Spanish language, which are now posted in the members only section at [www.slurry.org](http://www.slurry.org). See Bob’s report on page 20. Focus now is on the AASHTO micro surfacing specification and working with AMRL to establish certification criteria for slurry/micro. The word from the NCAT Test Track is all good, with a full report coming at the PPRA 2014 Fall Meeting in November in Baltimore. Speaking of which, the ISSA Technical Committee agendas should be very full for the Baltimore meeting; we’re encouraging the chairmen to get them out early to afford you the opportunity to know what is going on and make your opinion heard. One more item is the Board’s approval of a proposed bylaws change to move companies headquartered in Mexico from Regular Member status to International Member status; see the proposed change on page 24 and be prepared to vote on it during the ISSA annual business meeting at PPRS 2015 Paris.

PPRA 2014 Baltimore is the second time we’ve combined the AEMA Workshop and the ARRA Semi-Annual Meeting.
into one meeting, with the addition of presentations from ISSA and meetings of the ISSA Chip Seal, Crack Treating, and Slurry/Micro Committees. Program co-chairs Diane Franseen (AEMA), John Irvine (ARRA), and Rex Eberly (ISSA) are keyed to the theme “Extending the Nation’s Road Maintenance Dollars” with presentations geared to this statement:

Our cities, counties, and DOT’s are facing huge budgetary challenges after the winter of 2013/2014, with effects lasting long after the spring patching season. PPRA 2014 will provide user agencies with examples and insights to show how they can extend their budgets and repair their roads using pavement preservation and recycling methodologies. As we continue to deliver the message of pavement preservation, we understand agencies short term focus is repair and rehabilitation. PPRA 2014 will demonstrate how our processes effectively, efficiently, and economically perform these functions as well as preservation.

We are asking all members of AEMA, ARRA, and ISSA, particularly in the Northeast and Mid-Atlantic States, to help circulate the registration materials for this meeting to their user agency and engineering customers. The first day of the fall meeting is structured towards the ongoing work (Boards and Committees) of the Associations; the second and third days are geared to the user agency. Please help us make them aware of this meeting. In addition to the promising program content, Baltimore is a unique, vibrant port city, with plenty of commerce, restaurants, sightseeing opportunities, and the brand new Horseshoe Casino within walking distance of our hotel, not to mention the Gridiron Reception we have planned at the M & T Bank Stadium (where the Ravens play) on Tuesday evening. Want to see your company’s name on the scoreboard? Please contact Meredith Kennedy (kennedy@krissoff.org) for details.

One last reminder….AEMA, ARRA, and ISSA are member-driven associations. Members provide the expertise, the committee leadership and participation, and the funding. Do you have a supplier, a colleague, or even a competitor who should be a member but isn’t? Please invite them to join, tell them the Executive Director will be in touch, and send me their contact information; I’ll follow through immediately.
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.”

Tuesday, November 18, we have scheduled a Gridiron Reception at M&T Bank Stadium, home of the Baltimore Ravens. Sponsorship opportunities are available now.

www.aema.org  www.arra.org  www.slurry.org
There were two very successful ARRA Regional Seminars held in the St. Louis and Quad Cities area in April and May. St. Charles Community College in Cottleville, Missouri, and Western Illinois University River Campus in Moline, Illinois were the venues selected.

If you are just a casual or very persistent reader of ARRA newsletters, one of the consistent messages from our President is to "get involved" in holding Regional Seminars in your area.

The process is fairly straightforward and continues to reap benefits for our local members.

Many ARRA members contributed to the success of these "strategically located" seminars and their financial sponsorship is much appreciated.

A special thanks goes out to Matt Groves (Byrne and Jones Stabilization) for his efficient organization style and attention to detail in the planning of the Cottleville event.

One of the guest speakers was Missouri DOT’s Jason Blombberg, P.E., who presented an FDR success story involving Mt. Carmel Stabilization. The FDR segment is always one of the most interesting and challenging of the agenda items.

Each of these seminars exceeded fifty attendees.

One of the lessons learned when planning the Quad Cities seminar was to be aware of possible "conflicting dates" with your target audience. Case in point, the Iowa District 6 County Highway Engineers had a conflict on the date of the seminar. None attended the seminar on May 14th. But in a follow-up face to face meeting with the Scott County Second-ary Road District engineer, John Burgstrum (ARRA affiliate), a request was made to hold a May 2015 regional seminar for the Iowa engineers who were unable to attend the first one.

What are the take-a-ways from these seminars? For one, I am struck by the success the Round Table segment has on answering relevant questions from the audience. The really interested attendees stick around at the end of the day to get one more shot at asking the tough questions of our speakers.

The upper Midwest ARRA membership has done numerous regional seminars in the last eight years. If you have an idea for one in your region, please contact Tom Kiernan (Lafarge) or Stephanie Drain (ARRA Affiliate Chair) for assistance.
The Southern African Bitumen Association (SABITA)

Saied Solomons
CEO of Sabita
Capetown, South Africa

The Southern African Bitumen Association (SABITA), established in 1979, is a non-profit organization that represents producers and applicators of bituminous products, consulting engineers and educational institutions. Its main activities are in the fields of advancing best practice in Southern Africa in the application of bituminous materials and the promotion of sustainable practices in the roads industry. SABITA is affiliated to many International organisations like ISAP, EAPA, NAPA, IBEF and is also a founder member of the Global Asphalt Paving Alliance.

SABITA constantly searches for innovative approaches aimed at satisfying the challenging equation of limited road maintenance budgets, coupled with rising user demand for well-maintained roads.

South African pavements are characteristic of relatively thin asphalt layers which are maintained through the application of an appropriate seal when required. In this respect, up to date emulsion based systems have been used and developed for decades, including techniques such as Cape Seal that was invented in the Cape Province. Thin and ultra friction courses are also regularly employed for their functional characteristics. Warm mix asphalt was introduced some 5 years ago and recently EME (high modulus asphalt) was successfully introduced via technology transfer from France.

Collaboration and pooling of resources in order to find solutions is normally a positive step forward. Hence the great attraction of the first Pavement Preservation and Recycling (World) Summit which brings together organisations across the road maintenance spectrum.

For the South African delegation, this high level of expertise on offer under one event, provides a cost effective opportunity to easily access what the bitumen world has to offer in the challenging field of road maintenance.

---

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ASPHALT RECYCLING & RECLAIMING ASSOCIATION 39TH ANNUAL MEETING
INTERNATIONAL SLURRY SURFACING ASSOCIATION 53RD ANNUAL MEETING
2ND INTERNATIONAL CONFERENCE ON PAVEMENT PRESERVATION

Preliminary program
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The first Pavement Preservation & Recycling (World) Summit

- 6th World of Emulsions
- Asphalt Emulsion Manufacturers Association 42nd Annual Meeting
- Asphalt Recycling & Reclaiming Association 39th Annual Meeting
- International Slurry Surfacing Association 53rd Annual Meeting
- 2nd International Conference on Pavement Preservation

More than ever, in this period of economic uncertainty and low infrastructure investment, it is important to acknowledge the essential contribution of roads to the socio-economic welfare of our society and to ensure that sufficient resources are dedicated to the improvement and the maintenance of the current road infrastructure.

While road owners have the responsibility to define, propose and implement action plans for the maintenance of the road infrastructure, the road industry is developing sustainable solutions, for the full benefit of the road users and, more broadly, for the community. Academics support such movement, using their specific scientific skills.

Pavement preservation solutions using asphalt (bitumen) emulsions and recycling techniques fully meet the community expectations, and have more and more to offer.

The Pavement & Recycling Alliance (AEMA, ARRA, ISSA), the International Bitumen Emulsion Federation and FP2 (for Pavement Preservation) have decided to join their efforts and means for gathering stakeholders and experts in a forum aiming at disseminating the best practices worldwide and promoting their specific knowledge.

The forum, the Pavement Preservation and Recycling (World) Summit, will be held for the first time in February 2015 in Paris (Palais des Congrès). As a 3 day event, it will include conferences, specific workshops, an exhibition and technical visits.

We are fully convinced of the success of this event. In this respect, we have appointed a steering committee composed of Étienne Le Bouteiller (Executive Director of the IBEF), Mike Krissoff (Executive Director of the AEMA, ARRA and ISSA) and Jim Moulthrop (Executive Director of FP2) in charge of the organization of the summit, together with worldwide experts and professionals.

Jean-Claude Roffé, IBEF President
Mark McCollough, AEMA President
Patrick Faster, ARRA President
Christine Deneuvillers, ISSA President
Mike Buckingham, FP2 President
### Program

**MONDAY FEBRUARY 23rd**

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<th>Time</th>
<th>Activity</th>
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<td>09:00 – 10:30</td>
<td>OPENING SESSION</td>
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<tr>
<td>10:30 – 13:00</td>
<td>EXHIBITION OPENING LUNCHEON</td>
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<tr>
<td>13:00 – 14:30</td>
<td>PLENARY SESSION: SOCIAL EXPECTANCIES</td>
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<td>14:30 – 15:30</td>
<td>BREAK</td>
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<td>15:30 – 17:30</td>
<td>PARALLEL SESSIONS</td>
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<td></td>
<td>• ECONOMICAL IMPACTS</td>
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<td>• FP2 SESSION: PRESERVATION PRODUCTS AND PROCESSES - A WORLDWIDE COMPARATIVE APPROACH</td>
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<td></td>
<td>• INNOVATION: DRIVERS</td>
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<tr>
<td>19:00</td>
<td>SPONSORS RECEPTION</td>
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## Program

**TUESDAY FEBRUARY 24th**

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<tr>
<td>07:00 – 08:00</td>
<td>BREAKFAST EXHIBITION</td>
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<tr>
<td>08:00 – 10:00</td>
<td>PARALLEL SESSIONS</td>
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<td>• ASSET MANAGEMENT – PART 1</td>
</tr>
<tr>
<td></td>
<td>• AEMA SESSION: EMULSIONS</td>
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<td>• INNOVATION: PRODUCTS, PROCESSES, EQUIPMENT – PART 1</td>
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<tr>
<td>10:00 – 11:00</td>
<td>BREAK</td>
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<td>11:00 – 13:00</td>
<td>PARALLEL SESSIONS</td>
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<tr>
<td></td>
<td>• ASSET MANAGEMENT – PART 2</td>
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<td></td>
<td>• ARRA SESSION: RECYCLING</td>
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<tr>
<td></td>
<td>• INNOVATION: PRODUCTS, PROCESSES, EQUIPMENT – PART 2</td>
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<tr>
<td>13:00 – 14:30</td>
<td>LUNCHEON</td>
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<tr>
<td>14:30 – 16:30</td>
<td>PARALLEL SESSIONS</td>
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<tr>
<td></td>
<td>• CONTRACTS</td>
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<td></td>
<td>• ISSA SESSION: SURFACE TREATMENTS</td>
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<tr>
<td></td>
<td>• CROSS FERTILIZATION</td>
</tr>
<tr>
<td>19:00</td>
<td>GALA DINNER AT MOULIN ROUGE</td>
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Program

WEDNESDAY FEBRUARY 25\textsuperscript{th}

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
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<tbody>
<tr>
<td>07:00 – 09:00</td>
<td>BREAKFAST EXHIBITION</td>
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<tr>
<td>09:00 – 11:00</td>
<td>PARALLEL SESSIONS</td>
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<tr>
<td></td>
<td>1. FUNDINGS</td>
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<td>2. SESSION: WORLD OF EMULSIONS</td>
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<td></td>
<td>3. SUSTAINABILITY</td>
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<td>11:00 – 12:00</td>
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<tr>
<td>12:00 – 13:00</td>
<td>CLOSING SESSION</td>
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<tr>
<td>13:00 – 14:00</td>
<td>CLOSING EVENT</td>
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Registration form is available on the official website www.pprsparis2015.com.

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<tr>
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<th>Website</th>
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<td>American Assn of State Hwy Transportation Officials</td>
<td>AASHTO <a href="http://www.transportation.org">http://www.transportation.org</a></td>
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<tr>
<td>American Highway Users Alliance</td>
<td>AHUA <a href="http://www.highways.org">http://www.highways.org</a></td>
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<td>American Public Works Association</td>
<td>APWA <a href="http://www.apwa.net">http://www.apwa.net</a></td>
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<td>American Road &amp; Transportation Builders Association</td>
<td>ARTBA <a href="http://www.artba.org">http://www.artba.org</a></td>
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<td>ASTM International</td>
<td>ASTM <a href="http://www.astm.org">http://www.astm.org</a></td>
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<td>Asphalt Emulsion Manufacturers Association</td>
<td>AEMA <a href="http://www.aema.org">http://www.aema.org</a></td>
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<td>Asphalt Institute</td>
<td>AI <a href="http://www.asphaltinstitute.org">http://www.asphaltinstitute.org</a></td>
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<td>Asphalt Recycling &amp; Reclaiming Association</td>
<td>ARRA <a href="http://wwwarra.org">http://wwwarra.org</a></td>
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<td>Associated General Contractors</td>
<td>AGC <a href="http://www.agc.org">http://www.agc.org</a></td>
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<td>Bureau of Transportation Statistics</td>
<td>BTS <a href="http://www.bts.gov">http://www.bts.gov</a></td>
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<td>CONEXPO</td>
<td>CONEXPO <a href="http://www.conexpoconagg.com/">http://www.conexpoconagg.com/</a></td>
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<td>Federal Highway Administration</td>
<td>FHWA <a href="http://www.fhwa.dot.gov">http://www.fhwa.dot.gov</a></td>
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<td>Foundation for Pavement Preservation</td>
<td>FP2 <a href="http://www.fp2.org">http://www.fp2.org</a></td>
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<td>International Bitumen Emulsion Federation</td>
<td>IBEF <a href="http://www.ibef.net">http://www.ibef.net</a></td>
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<td>International Road Federation</td>
<td>IRF <a href="http://www.irfnet.org">http://www.irfnet.org</a></td>
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<td>ISSA <a href="http://www.slurry.org">http://www.slurry.org</a></td>
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<td>National Asphalt Pavement Association</td>
<td>NAPA <a href="http://www.asphaltpavement.org">http://www.asphaltpavement.org</a></td>
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<td>NACE <a href="http://www.countyengineers.org">http://www.countyengineers.org</a></td>
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<td>NCPP <a href="http://www.pavementpreservation.org">http://www.pavementpreservation.org</a></td>
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<td>Rocky Mountain West Pavement Preservation Partner</td>
<td>RMWPPP <a href="http://www.pavementpreservation.org">http://www.pavementpreservation.org</a></td>
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<td>National Recycling Coalition</td>
<td>NRC <a href="http://www.nrc-recycle.org">http://www.nrc-recycle.org</a></td>
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<td>National Transportation Library</td>
<td>NTL <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>
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<td>Petroleum Institute for Continuing Education</td>
<td>PEICE <a href="http://www.peice.com">http://www.peice.com</a></td>
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<td>Research In Progress</td>
<td>RIP <a href="http://rip.trb.org">http://rip.trb.org</a></td>
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<td>SEAUPG <a href="http://www.seaupg.org">http://www.seaupg.org</a></td>
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<tr>
<td>The Road Information Program</td>
<td>TRIP <a href="http://www.tripnet.org">http://www.tripnet.org</a></td>
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<td>Transportation Research Board</td>
<td>TRB <a href="http://www.trb.org">http://www.trb.org</a></td>
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<td>World of Asphalt</td>
<td>WOA <a href="http://www.worldofasphalt.com">http://www.worldofasphalt.com</a></td>
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1-800-528-8242 - www.crafo.com
From: JEAA [mailto:info@jeaa.or.jp]
To: Mike Krissoff
Subject: JEAA

Dear Mr. Michael R. Krissoff,

I would like to take a moment of your time to let you know that 34th Annual Meeting of JEAA was held yesterday, and I have retired from Secretary General. New Secretary General is Mr. Hiraku Hayasaka. For your information, Mr. Yamauchi remains as President of JEAA.

I will look forward to seeing you again in Tokyo Olympic Games in 2020.

Sincerely yours,

Ichiro IIDA
Japan Emulsified Asphalt Association

From: Mike Krissoff
To: JEAA
Subject: JEAA/AEMA

Dear Mr. IIDA,

It is most kind of you to notify me with news of your retirement. My heartiest congratulations to you as you have achieved this well-deserved milestone.

We will make the appropriate changes to our contact list.

On behalf of all your friends at AEMA, I wish you the very best. It has been an honor working with you.

Best regards,

Mike

Michael R. Krissoff
Executive Director
Asphalt Emulsion Manufacturers Association
krissoff@aema.org
www.aema.org
ISSA Slurry Systems Workshop
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Texas Station Hotel
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Rocky Mountain West Pavement Preservation Partnership

Annual Meeting
October 8-10, 2014

Overcoming the Challenges Facing Pavement Preservation

What: The Rocky Mountain West Pavement Preservation Partnership is a regional forum of pavement professionals working together to promote the benefits of Pavement Preservation through information sharing, education and application.

Where: The Pointe Hilton Tapatio Cliffs Resort, Phoenix, Arizona

When: October 8-10 2014

More information is available at http://tsp2pavement.pavementpreservation.org/

rocky-mountain-west-rmwppp/
Nominations are now being accepted for the 2014 Roads & Bridges/ARRA Asphalt Recycling/Reclaiming Awards.

Nominate your top asphalt recycling/reclaiming project on www.roadsbridges.com. Make sure to include information about the project challenges on your entry.

All nominations are reviewed by the Roads & Bridges editorial staff and ARRA’s executive committee. Upon completion of the review process, top projects in the following categories will be determined: Hot In-Place Recycling, Cold In-Place Recycling, Cold Planing and Full-Depth Reclamation.

Projects that qualify must have been in the design or construction phase over the past 18 months. Past winners are not eligible for the 2014 list.

The Roads & Bridges/ARRA Asphalt Recycling/Reclaiming Awards recognize recycling projects. They are separate and distinct from ARRA’s Annual Excellence in Recycling Awards to public agencies and consulting engineers.

The deadline for entries is November 24th.
ISSA Welcomes New Members

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4522 Parker Avenue
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Phone  916-383-1756
Email  steve.olsen@telfercompanies.com
Website  http://www.telfercompanies.com/telfer-highway-technologies

Steve Olsen, Slurry Division Manager
Slurry, Micro, Bonded Wearing Course, Chip Seal, Crack Seal

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Email  cgarciaebrian@gmail.com
Website  http://www.quimicadelospavimentos.com
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Email  mail@schaefer-technic.com
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Phone  240-436-4825
Email  jmalusky@amrl.net
Website  http://www.amrl.net
John Malusky, Program Supervisor
QA/QC and Laboratory Accreditation

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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
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*Ken Carr, President – info@highwayrehab.com
Hot In-Place Asphalt Recycling

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**ARRA Logo Available to Members**

The ARRA logo is available for distribution to ARRA members. This is useful for use in stationery, advertising graphics, brochures, websites, etc. To receive the logo via e-mail, just send a note to ARRA headquarters: [krissoff@arra.org](mailto:krissoff@arra.org)
Asphalt Emulsion Manufacturers Association

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</table>
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*Ted Van Pelt
*Raymond Young
*deceased
## Master Calendar of Upcoming Events

### 2014

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sep 2 – 6</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>Oct 6 – 10</td>
<td>RMWPPP - <a href="http://www.tsp2.org/pavement/rmwppp">www.tsp2.org/pavement/rmwppp</a></td>
<td>Phoenix, Arizona</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>Date</th>
<th>Event Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<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>Date</th>
<th>Event Description</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>Date</th>
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</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>Date</th>
<th>Event Description</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>
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Updated August 22, 2014
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