



ISSA Report

ISSA Membership Elects Bill Ballou 2003-2004 President

During its 41st Annual Convention, held in Phoenix, AZ, the membership of the International Slurry Surfacing Association (ISSA) elected Bill Ballou, of Koch Pavement Solutions, Salina, KS, to the office of President for the 2003-2004 term. An enthusiastic supporter of ISSA and the Slurry industry for many years, Ballou advanced to the position after serving on the Board of Directors for ten years, during which time he held the positions of Technical Director, Research Director, Secretary, and 1st- and 2nd Vice President.

Ballou has been in the asphalt business for 35 years, with Hy-Way Asphalt Company in Salina, KS, and then Koch Industries, where he is currently the National Pavement Preservation Leader. He immediately went into the asphalt business after serving in the Army and attending KSU-Salina.

For the past 8 years Ballou has served as President of the Foundation for Pavement Preservation, a Washington DC based group of academicians, county engineers, FHWA, State Transportation Engineers, contractors and suppliers to the transportation industry. This group has successfully placed pavement preservation and highway preventive maintenance at the forefront of asset management in cooperation with AASHTO and FHWA in publications, research, guidelines, workshops and courses designed to educate the public and industry by protecting our investment in highways.

Ballou is also involved with ASTM, AAPT, and TRB, among other central industry advocacy organizations. He has written many papers on

technical and applications aspects of pavement rehabilitation, resurfacing, preservation, and speaks often on these topics. He received the FHWA Partnership in Excellence Award in 1998, and was a recipient of Kansas State University's Alumni Fellows Award in 1994, recognizing achievement in one's particular field of study.

He is married, with two grown children and four granddaughters.

Other 2003- 2004 officers elected were:

1st Vice President – Eric Reimschiessel, American Asphalt & Grading Co., Las Vegas, NV

2nd Vice President – Nigel Kerrison, CSR Emoleum, Port Adelaide, SA, Australia

Secretary – Randy Terry, Terry Industries, Hamilton, OH

Preservation 2004

– Our roads lead to green –

ISSA 42nd Annual Meeting



In conjunction with
AEMA & ARRA
February 25 – 28, 2004
Loews Coronado Bay Resort
San Diego, CA

Treasurer – Don Kaiden, Ballou Construction, Inc., Salina, KS

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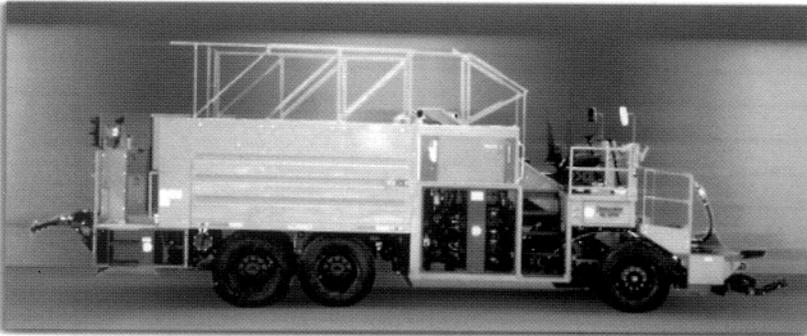


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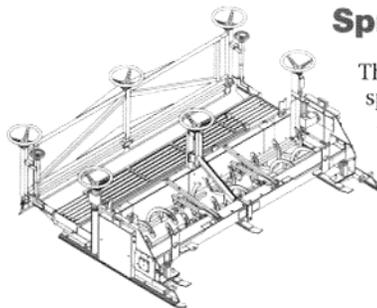
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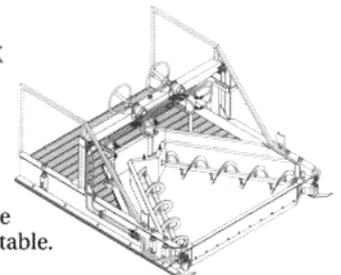
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President's Message

Support Pavement Preservation In This Year's Reauthorization

Bill Ballou, ISSA President
Koch Pavement Solutions

There's a major challenge to the road construction and maintenance community this year: Reauthorization of the federal surface transportation program. We at ISSA are closely monitoring how reauthorization will support pavement preservation. And while we are not a lobbying group, we are acutely aware of the need to include pavement preservation research funding—as well as system preservation funding itself—in reauthorization this year.

We all have a lot at stake in reauthorization. The existing federal law—the Transportation Equity Act for the 21st Century, or TEA-21 — expires September 30th, after six years of phenomenal growth in federal highway spending. Over the duration of the Act, federal investment in highways and transit rose nearly 40 percent: highways were guaranteed at \$171 billion and transit at \$36 billion. The successor bill, now dubbed TEA-3, must be enacted by October 1st or else federal surface transportation funding will be seriously disrupted.

Pressure is on to limit surface transportation expenditures even as traffic volume rises. In the face of enormous federal budget deficits as a result of the economic slowdown, and the new, burgeoning demands of national defense and homeland security, some budget cutters are looking at surface transportation to tighten its belt after years of growth.

Pavement conditions have been improved, even during the shift from road construction to preservation, with 93 percent of federal funding now dedicated to reconstruction, rehabilitation and maintenance. As a result, 84 percent of pavement is rated in very good/good/fair condition by the Federal Highway Admin-

istration. Testimony by the General Accounting Office before the House Subcommittee on Highways and Transit demonstrated how far we've come in meeting needs, but also how far we could fall if highways are underfunded.

Katherine Siggerud, Acting Director of Physical Infrastructure Issues for GAO, observed that FHWA statistics show how interstate pavement condition has improved over the past ten years, with 8.6 percent of the pavement in "poor" condition in 1990, compared with 3.4 percent in 2000.

But a shortfall in funding from existing levels for years to come could greatly endanger the system preservation efforts undertaken by state DOTs and supported by industry, as reported by AASHTO. "Our existing system of roads, built over the last 50 years, is wearing out. If it is to serve future generations, it must be preserved and modernized." According to the analysis done by the FHWA in 1999, the cost for just the 47,000-mile U.S. Interstate Highway System is \$10 billion annually, beyond current funding.

"The preservation needs of the 100,000-plus miles of arterials on the remainder of the National Highway System are substantial as well," AASHTO said. "It is critical that funding be increased so this important highway preservation work—needed in every region of the country—can proceed." Yet another area that would greatly boost system preservation would be a greater support for research, an area in which ISSA and FP2 are heavily involved. AASHTO recommends an increase in FHWA's Research and Technology Program by 50 percent, to \$300 million annually. "This will increase the University Transportation Centers Program from \$32.5 million to



\$50 million, expanding technology transfer programs such as LTAP and NHI for education.

Industry is working hard to make sure high-level stakeholders in this game understand the need for system preservation. In 2001, FP2 began high-level talks with FHWA and AASHTO to readdress pavement preservation research and policy needs, and to establish a focus for a national program. This past February, FP2 brought FHWA, AASHTO and private sector stakeholders together into a "Strategic Partnership in Pavement

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The Association does 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.

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Outgoing President's Message

Chris Anspaugh, *Strawser, Inc.*

It has been a pleasure and an honor to serve as your 40th president. Looking back and thinking about those who held this post before me, one can get an idea of how far we've come since ISSA was founded in 1963. The foresight of a few contractors led by our first President, Raymond Young, resulted in the establishment of this association. We began as the National Slurry Seal Association. In 1970 our name was changed to the International Slurry Seal Association, reflecting the participation of a growing number of international members, and then in 1990 our name changed again. The International Slurry Surfacing Association was so named to accommodate the other thin surfacings being utilized — primarily microsurfacing. We've come a long way.

As I look back on my years on the Board, what stands out to me is the amount of volunteer effort and extraordinary commitment given by members who have made it possible to build and maintain this

organization. My own involvement began back in 1988, and during this time I have learned a great deal about our industry and have developed many friendships. I want to thank all of those who have welcomed and helped me along the way. Having completed my term as your president, I now want to thank all of the directors, committee chairs and members, and Association members who have assisted me during this busy, yet very productive, year. There is a tremendous amount of time volunteered by these individuals to provide the events, services, information and publications we have all come to expect. Many thanks, as well, to our Executive Director and his staff for their unwavering support and commitment to moving our Association forward.

We now enter a period in which the concepts of pavement preservation and pavement preventive maintenance are sweeping the country, and the products we represent are being recognized for the

value they bring. Many opportunities lie ahead, and it is up to us to take advantage of them. The whole concept of pavement preservation and pavement preventive maintenance continues to be integrated into the plans of agencies and entities responsible for providing and maintaining transportation infrastructures around the world. This is a real and demonstrable concept that will go forward either with us or without us. Our incoming president, Bill Ballou, is uniquely qualified to lead us, and I shall assist him in any way I can. Again, it has been an honor to serve you and this Association. I plan to stay involved with ISSA, and I encourage you to do the same.



Key Websites for ISSA Members

American Association of State Highway Transportation Officials -----	AASHTO -----	www.aashto.org
American Highway Users Alliance -----	AHUA -----	www.highways.org
American Public Works Association -----	APWA -----	www.apwa.net
American Road & Transportation Builders Association -----	ARTBA -----	www.artba.org
American Society for Testing and Materials -----	ASTM -----	www.astm.org
Asphalt Emulsion Manufacturers Association -----	AEMA -----	www.aema.org
Asphalt Institute -----	AI -----	www.asphaltinstitute.org
Asphalt Recycling & Reclaiming Association -----	ARRA -----	www.arra.org
Associated General Contractors -----	AGC -----	www.agc.org
Bureau of Transportation Statistics -----	BTS -----	www.bts.gov
CONEXPO -----	CONEXPO -----	www.conexpoconagg.com
Federal Highway Administration -----	FHWA -----	www.fhwa.dot.gov/pavement/
Foundation for Pavement Preservation -----	FP2 -----	www.Fp2.org
International Bitumen Emulsion Federation -----	IBEF -----	www.ibef.net
International Road Federation -----	IRF -----	www.irfnet.org
International Slurry Surfacing Association -----	ISSA -----	www.slurry.org
National Asphalt Pavement Association -----	NAPA -----	www.hotmix.org
National Association of County Engineers -----	NACE -----	www.nacoweb1.naco.org/nace/index.htm
National Recycling Coalition -----	NRC -----	www.nrc-recycle.org
National Transportation Library -----	NTL -----	http://ntl.bts.gov/index.cfm
Petroleum Institute for Continuing Education -----	PIECE -----	www.peice.com
Research In Progress -----	RIP -----	http://rip.trb.org/
The Road Information Program -----	TRIP -----	www.tripnet.org
Transportation Research Board -----	TRB -----	www.nationalacademies.org/trb/
Transportation Research Information Service -----	TRIS -----	http://ntl.bts.gov/tris
World of Asphalt -----	WOA -----	w.worldofasphalt.com



Call For President's Award Entries

Nominations Due December 31st

Nominations are being accepted for the ISSA President's Award for Excellence, established to recognize those contracting achievements which exemplify ISSA, the highest quality of workmanship, and best standards of practice. Recipients of the award are recognized publicly, to the benefit of the winner(s), the Association, and its members. Announcement of winners will take place at ISSA's 42nd Annual Convention, to be held on February 24 – 28, 2004, in San Diego, CA, at the Loews Coronado Bay Resort. Note that for the second year, all ISSA members are eligible for this award, i.e., it is no longer limited to Contractor Members only.

Eligible Participants

1. All ISSA Members in good standing are eligible to receive this award.
2. Jobs should not go over budget and should be completed on time.
3. Subcontractors, i.e. slurry crews other than those in the direct employ of the member, are not permitted.
4. Only projects that are complete and have met with the approval of the hiring body may be submitted.
5. Projects that are over two years from their completion date are not eligible.
6. All projects must meet all of the standards set forth in ISSA Technical Bulletins A-105 or A-143.
7. Any safety concerns not met will remove the project from consideration.

Submissions

Consideration will only be given to those companies that submit, in duplicate, all of the following information, in a standard 8-1/2" x 11" format by December 31st, 2003. Nominees should also provide an electronic version of their submission, in addition to the printed version.

1. The member should submit: the name of the roadway, its numerical designation, the location of the roadway including mile marker if available and directions to the job site. The name of the organization responsible for the maintenance of the roadway, member-company, name of person or persons submitting the portfolio, and the complete business address of the company also must be included.
2. The member should have at least 5 and no more than 10 non-staged professional photographs, suitable for publication, that adequately represent the pavement being applied, machinery being used, and crew in the process of applying the slurry surface.
3. The member will provide a written description of the roadway before and after the application, including any relevant history applicable to the roadway, the last time a treatment was applied.
4. The member should make available: pavement design information, traffic volume, aggregate size, and the emulsions used.
5. A written description of the statement from the member, detailing the job and any key issues that led to the job's completion. This statement will be one of several sources used for post-award publicity.

Criteria

Projects will be judged on the following criteria:

1. Customer Satisfaction: The project should satisfy the customer.
2. Innovation: Projects that are unique, difficult, or require higher levels of professionalism to complete will be given greater consideration for the award.
3. Appearance: Aesthetic value of the

roadway will be directly correlated to the quality of the work.

4. Schedule: Contracts should be completed as close to the deadline as possible.
5. Safety: All crew should enjoy a safe working environment on this particular job.

Judging

1. Judging will be done in January and February. Awards will be presented at the ISSA Annual Convention, in February.
2. Judging will be conducted by a 5-member Awards Committee. The appointments are to be made by the ISSA President. The Awards Committee will be comprised of a government official, one civil engineering consultant or individual cognizant of the roadway industry, one representative from a slurry surfacing corporation, a member of the board of directors, and the Chairman of ISSA's Quality Control Committee (if not an applicant for the award). Appointments will be made after the applications are received, not earlier than January 5.
3. Judging will be made only on the preceding criteria.
4. All Awards Committee decisions are final.

Deadline

Mail complete entries in duplicate to the International Slurry Surfacing Association, postmarked no later than December 31st, 2003.

Mailing Address for ISSA:

ISSA President's Award
#3 Church Circle, PMB 250
Annapolis, MD 21401
USA
ATTN: Awards Committee



ISSA Co-hosts Annual TRB Hospitality Suite

Earlier in the year, the Transportation Research Board (TRB) held its 82nd annual meeting in Washington, DC, attracting to the nation's capital more than seven thousand attendees from all elements of the transportation industry.

The Foundation for Pavement Preservation (FP2), in co-sponsorship with ISSA, AEMA (the Asphalt Emulsion Manufacturers Association), and ARRA (the Asphalt Recycling & Reclaiming Association), on two consecutive evenings opened their annual Hospitality Suite at the Marriott Wardman Park, where the primary TRB meetings were located. Both evening events were well attended by various levels from within our business, as this event is recognized as an important occasion for interaction between meeting participants.

ISSA again took a high profile role with its sponsorship and members' participation in the Hospitality Suite. All members were invited, and those in attendance again had opportunity to talk with counterparts and government officials at state and federal levels. ISSA's (now Past-) President Chris Anspaugh, and incoming President Bill Ballou (also President of FP2), attended, as well as ISSA Executive Director Mike Krissoff.

FP2 is a pool-funded organization which promotes the increasingly popular economic concept of pavement preservation, making government and highway agencies and transportation officials aware of its advantages while sharing the best practices we have learned. See www.fp2.org

For more information about the Transportation Research Board, visit the TRB website at www.nationalacademies.org/trb



ISSA Past Presidents Chris Anspaugh and Barry Dunn



ISSA Executive Director Mike Krissoff, with incoming President Bill Ballou



Jim Moulthrop, of Fugro-BRE, Inc., talked with Larry Scofield, of the Arizona DOT

TRB E-newsletter Available

The Transportation Research Board makes available copies of its TRB Transportation Research E-Newsletter. To subscribe, just send an e-mail note to rhouston@nas.edu with "TRB E-Newsletter" in the subject field. Confirmation of your subscription to the "transresearchnews" listserv will be sent within 5 business days. Subscriptions are free.

Calendar of Industry Events

American Public Works Association
Aug 24 – 27, 2003
San Diego, CA
www.apwa.net

Texas AGC Trade Show
Oct 7 – 8, 2003
Austin, TX
www.agctx.org

Transportation Research Board
Jan 11 – 15, 2004
Washington, DC
<http://nationalacademies.org/trb/>

ISSA Slurry Systems Workshop
Feb 3 – 6, 2004
Palace Station Casino
Las Vegas, NV
www.slurry.org

ISSA – AEMA – ARRA
Combined Annual Meeting
Feb 25- 28, 2004
Loews Coronado Bay Resort
San Diego, CA
www.slurry.org

World of Asphalt
Mar 15 – 18, 2004
Nashville, TN
www.worldofasphalt.com/

NACE 2004
April 4 – 8, 2004
Orlando, FL

3rd ISAET'04
(International Symposium on Asphalt Emulsion Technology)
Oct 28 – 31, 2004
Washington, DC
www.aema.org

For more information on ISSA events, please contact ISSA headquarters:
www.slurry.org
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410-267-0023

Technical Committee Reports

The ISSA Technical Committee met on March 2, 2003, under the gavel of chairman Chris Anspaugh (Strawser), then again on May 13, 2003, with its new chair, Mark Ishee (Ergon), at the helm. We reprint in digest format the reports from each of these meetings, below.

MEETING DATE / TIME:

03/02/03, 9AM-11AM

CHAIRMAN: Chris Anspaugh

MEETING PLACE: Phoenix, Arizona

ROLL CALL: Chris Anspaugh, Howie Snyder, Mel Bergkamp, Richard Francis, Mark Ishee, Roy Allan, Bill Ballou, Samir Soliman, Nigel Kerrison, Jeff Jorgenson, Lawrence Allan

Technical Bulletins: Chris Anspaugh distributed a spreadsheet showing all the TB's that were referenced in A105 and A143 and which ones were not. We then decided, which should remain, be removed or be added to the Design Technical Bulletin. We agreed that the following technical bulletins and operating bulletin should be included: TB100, TB106, TB109, TB111, TB112, TB113, TB114, TB115, TB136, TB139, TB144, TB147, OP. B128

All other bulletins should be removed to our Other Technical Bulletins category and still be available on an individual basis. We agreed that a statement should precede the listing of Other Technical Bulletins to explain the relevance or obsolescence of these bulletins. In addition it was agreed that page vii of the Design Technical Bulletin should be removed so as not to confuse buyer agencies.

Two notes regarding specific TB's:
1. TB 100, Mark recommended that the bath water for this procedure be changed for each test. He had recorded some effects on the test sample that occurred due to residual emulsifiers and other contaminants in the bath water if not changed. TB 100 makes no mention of changing the bath water.
2. TB-109 Consider possible addendum for triple track equipment. There was no objection to making these

changes to TB100 and TB109.

There is a typo on page 6 of the bulletin in the paragraph between the tables. "(ISSA TB-140)" should be (ISSA TB-148). Chris Anspaugh is to communicate these changes with Fred Miller.

Skid Data: Rich Francis reviewed his findings in regards to available skid information for slurry seal and micro surfacing. He reported that we should be using the International Friction Index (IFI) to quantify our skid characteristics. This index requires a skid number plus a texture value. Most of the data he has received to date does not include the texture value. Rich is to prepare a form to send out which shall spell out the proper data to be collected for reporting skid characteristics of slurry seal and micro-surfacing. This will allow us to begin collecting data that can be easily compared around the world.

During the general session Samir Soliman agreed to provide information regarding skid resistance and noise characteristics of slurry systems in France.

Surface Area Design: Mark Ishee reported that our method for calculating surface area was acceptable and that we call for an 8 micron coating as our target. It was agreed that some work needed to be done regarding our recommendation for a minimum and a maximum coating thickness as it relates to the conditions being designed for and as may be affected by changes in gradation, particularly the -200 material. We discussed the fact that we can utilize the wet track abrasion test to help select our minimums but we do not have a test procedure that can accurately predict the maximums. Nigel indicated that the loaded wheel, sand adhesion test would allow too high of a coating, acceptable level as high as 12 microns which in his opinion is too high. An action plan regarding this item was not well defined.

Life Cycle Costs: This subject was discussed briefly and was left for Chris Anspaugh to review with Nigel Kerrison. The plan of action is to have some line diagrams prepared showing preventive

maintenance scenarios by the next board meeting. Once the scenarios are agreed upon, actual life cycle costs can be calculated. We shall have different diagrams for different parts of the country as well as different parts of the world.

Field Sampling: Nigel Kerrison is to present his findings by way of a report, by or at the next committee meeting.

MEETING DATE / TIME:

05/13/03 2:00pm

CHAIRMAN: Mark Ishee

MEETING PLACE: Queenstown, Maryland

ROLL CALL: Gay Allen, Lawrence Allen, Chris Anspaugh, Bill Ballou, Alan Berger, Andrew Crow, Neil Guiles, Mark Ishee, Don Kaiden, Dixie Martin, Eric Reimschiessel; Howie Snyder

Technical Bulletins: Chris Anspaugh reported that several of the Design Technical Bulletins had been metrified and the others were in the process. There was discussion of using SI language when converting these documents since the micro-surfacing and slurry design practices that are included in ASTM documents already have this conversion. Chris will continue to work on this project with member companies.

Discussion was held as to the TBs that are to be withdrawn from the Design Technical Bulletins Manual. Ishee read a list prepared by Anspaugh that specified which TBs were being removed from the manual. There was some concern that some of the TBs to be withdrawn were referenced in other TBs that are part of A 105 and /or A 143. It was agreed that Ishee would review A 105 and that Anspaugh would review A 143 for any references to the TBs scheduled for removal. Both will report findings at next meeting.

Methylene Blue Value was discussed as Reimschiessel had questions regarding a local specification encountered in his market. Reimschiessel asked about the differences in methods for determining the

Continued on page 25



Notes from Headquarters

ISSA publications **A-105 (Recommended Performance Guidelines for Emulsified Asphalt Slurry Seal)**, and **A-143 (Recommended Performance Guidelines for Micro-Surfacing)** have recently been revised, as of May, 2003. The new versions are available for **FREE download**, on the ISSA website: www.slurry.org

ISSA was recently contacted by the **Virginia Technology Transfer Center**, seeking permission to reprint an article published in the Spring, 1998, issue of ISSA REPORT. Who says the ISSA publications aren't a valuable resource?

ISSA member **Bergkamp, Inc.** earlier this year purchased the assets and ongoing business of **Akzo Nobel Asphalt Applications equipment division in Waco, Texas**. Bergkamp has produced Slurry Seal and Micro-Surfacing equipment since 1980.

Earlier this year, **Will Wilkins**, Executive Director of **TRIP (The Road Information Program)** distributed a message to members and interested parties that the National Conference of State Legislatures had reported on **state budget gaps growing at an alarming rate**. The link to the NCSL release: <http://www.ncsl.org/programs/press/2003/pr030204.htm> Or visit the TRIP website: www.tripnet.org

In case you missed them, some recently distributed items of interest to ISSA members follow: You're going to be hearing a lot about the **reauthorization of the multiple federal capital investment programs** in coming months as, among others, **TEA-21 expires at the end of September, 2003** (See ISSA President Bill Ballou's column in this issue of ISSA REPORT). The March 2003 issue of **Roads & Bridges** includes an excellent analysis by Editor Bill Wilson, titled **Change For the Dollar – As TEA-21 comes to an end, money issues start to pile up**. And in the March 2003 **Better Roads**, Pete Ruane writes **The Road to Reauthorization is Now Under Construction**. If you haven't told Washington

about your position on reauthorization, you'll be out of options by summer's end. Do it soon. (See below FHWA website address)...Also in the March 2003 **Roads & Bridges, Money Well Spent** asserts that preventive maintenance is still a good investment. But for once this isn't in the same sentence with Pavement Preservation. This piece concerns the contractors' equipment, and how to prolong its working life...Outgoing ISSA President **Chris Anspaugh** received very good ink in the **Pavement Preservation Report** section published in the February 2003 issue of **Asphalt Contractor** magazine. His letter, which was headlined **Education Key to Advancing Pavement Preservation**, pointed up the importance of spreading the word on preservation topics, especially during a tough economic period such as the cycle recently experienced. Notably, in the same issue, ISSA's *incoming* President, **Bill Ballou**, writing on behalf of the **Foundation for Pavement Preservation** of which he is also president, noted that funding is crucial for future preservation needs, and stressed the importance of budgetary foresight, at various levels of government...And in the same issue of **Asphalt Contractor**, **Dave Welborn**, of member **Koch Pavement Solutions**, publishes a full length article on **Maintenance Specs**, in the process including early mention of **Micro-Surfacing**, and providing the reader a good explanation of how it works. The advantages, in terms of performance related specifications (PRS), are spelled out as well...The April 2003 **Better Roads** included a timely piece by Editor-in-Chief **Ruth Stidger**, on **Security and Our Road and Bridge Infrastructure**. The article deals with vulnerabilities and asset protection.

The **Environmental Protection Agency** has released its new **Publications For Small Business**. The 36-page resource includes listings on information and advisories on **TSCA** (Toxic Substances Control Act), underground storage tanks (**UST's**), and **HAZMAT** management. Telephone 800-368-5888 or email: smallbiz.ombudsman@epa.gov A helpful

website is www.epa.gov/sbo/pubs.htm And through the same EPA offices, the **Small Business Ombudsman UPDATE** is available for the asking, as well as its new **Practical Guide to Environmental Management for Small Business**, a brief (environmental regulation) survival guide for the business operator. More federal government resources: the **Small Business Administration's guide to the newly enacted 2002 Regulatory Flexibility Act** is available via www.sba.gov/advo, or by telephone: 202-205-6533.

Likewise, the **EPA's Agenda of Regulatory and Deregulatory Actions** is now available. This semi-annual compendium of current regulations, those under development and review, and those undergoing change, is available free of charge for single copies, via e-mail or telephone. Send name/address to: ncepimal@one.net, or call 800-490-9198

As mentioned earlier, and in the ISSA President's column on page 3 of this issue, **TEA-21 – the Transportation Equity Act for the 21st Century – is now under federal review for reauthorization**, as it draws closer to expiration. This surface transportation law that was passed in 1998 is a very significant and driving influence on funding for the highway construction industry. The successor bill, now dubbed TEA-3, must be enacted by October 1st or else federal surface transportation funding will be seriously disrupted. Want to learn more, or put in your two-cents worth? <http://www.fhwa.dot.gov/reauthorization...>

New Local TEA-21 Coalition Formed — Eleven national associations representing elected and appointed local officials formed a transportation coalition called Local Officials for Transportation (LOT) and a platform of recommendations for the reauthorization of TEA-21. The group feels localities should receive more money to manage because they "manage about 90 percent of the transit systems,

Continued on page 26

JOB STORY:

ISSA Member

Terry Industries

We can't say it often enough: blatant self-promotion is one of the several best tools your firm has available, right along with strategic and frequent use of ISSA publications, to spread the word about Slurry and Micro technologies.

ISSA member Terry Industries, of Hamilton, Ohio, just outside of Cincinnati, has produced a slick single-page color pamphlet that highlights one of the firm's recent Micro-Surfacing jobs. You might consider a similar treatment, describing a job or success story, as well.

For the reader of ISSA REPORT, the coverage here serves two purposes. First it's a fine example of simple and effective self-promotion that can be economically reproduced and used to market a firm's capabilities. And second, it provides material for this, the newsletter's first-of-a-series, called simply, JOB STORY.

The Terry Industries offering couldn't be more simple. It's a single sheet, printed in color, front and back. This one touts that firm's recent use of

Micro-Surfacing on a 5.8-mile stretch of I-75 in Wayne County, Michigan. Beneath a 6"x4" image of newly surfaced interstate, the message reads "Micro-Surfacing Improves Ride Quality, Corrects Wheel Ruts and Restores Surface Friction on Interstate 75." Running along the left-hand edge of the page is a wide vertical red stripe with the (very appropriate, we think) words, JOB STORY, in white letters.

The pamphlet then lists five categories of information both useful and convincing: Description, Location, Pavement Condition, Construction, and Benefits. On the reverse, the page is split vertically, with three color shots, plus words, detail, and contact/logo information.

The project included resurfacing with Micro-Surfacing both the north and southbound lanes and Overband Crack-Filling 26 ramps. The job started in July of 2001, with all work occurring at night. This 195,000 ADT interstate consisted of a composite pavement structure with an

MICRO-SURFACING



Micro-Surfacing Improves Ride Quality, Corrects Wheel Ruts and Restores Surface Friction on Interstate 75

Description

Michigan Department of Transportation (Detroit TSC) utilized Micro-Surfacing in a Preventive Maintenance (PM) application on 5.8 miles of Interstate 75. The project, a composite pavement, included preparing the pavement with an Overband Crack-Filling, grinding raised joints, removing plastic pavement markings and the removal of raised pavement markers.

Location

Project #53704A, located in Wayne County, began at the I-94 interchange and continued 5.8 miles to 8-Mile Road. The project included resurfacing with Micro-Surfacing both the North and South bound lanes and Overband Crack-Filling 26 ramps.



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asphalt surface. Signs of aging were evident with heaved joints, 3/8" to 1/2" wheel ruts, polishing in the wheel tracks, minor transverse cracking and raveling at the paving joints.

After preparing the pavement, Micro-Surfacing Rut-Fill was used to restore the cross section and eliminate wheel path ruts. The 313,000 square meters of Micro-Surfacing required 15 nights of production, and the total project was completed in less than a month.

Are you wondering how to get a little free publicity? Perhaps especially proud of a job your firm has completed? Well, tell the world.



Option #1: Tear out the ISSA Members' Job Story Form on the opposite page, and have someone in your office fill it out and mail it to ISSA Headquarters, for newsletter coverage. You do the form; we'll do the story.

Option #2: Ask us to e-mail the blank form to you, so you can fill it out on-screen, then send it back to us at the speed of light. Just drop a note to miller@slurry.org



ISSA MEMBERS' JOB STORY SUBMISSION FORM

Slurry Surfacing

Microsurfacing

Project Description: (Include attachments as needed)

Governing Agency & Contact Info:

ISSA Member Contractor or Agency & Contact Info:

Tell about any or all of the following:

Engineering:

- Preparation Testing
- Field Testing
- Offsite Testing

Materials:

- Aggregates
- Additives
- Surface Condition
- Base Condition

Construction Operations:

- Describe
- Problems Encountered
- Changes Required

Project Synopsis

Why was the project done in the first place?

Did it meet the goals of the owner/agency?

- Skid resistance
- Additives
- Traffic Control
- Traffic Counts
- Special Conditions

Photos: either film based, or electronic, are very helpful

Submitted by: _____

Date: _____

Company: _____

City, State: _____

E-Mail: _____

Telephone: _____



New Demo Format For Slurry Workshops!

First week in February! Las Vegas!

Here's a Heads-Up to put on your calendar right now: February 3 - 6, 2004, will mark the presentation of ISSA's annual Slurry Systems Workshop, being held again this year at the Palace Station Hotel & Casino, in Las Vegas. ISSA's premier staff-and-management training opportunity, this all-meat-no-fat series of lectures and demonstrations will feature a veritable who's-who of talent in the field of Slurry, Microsurfacing, and related engineering subjects.

This year (2004), by popular request, the annual demonstration session in the hotel parking lot has been extended to occupy an entire day, and is sequenced to occur on the third day of the workshop, instead of the very first. Don't miss it; this promises to be an even bigger success than last year.

SSWS 2004 offers unique sponsorship opportunities for ISSA members –

tightly focused mileage for your marketing budget. Contact ISSA headquarters at 410-267-0023, or krissoff@slurry.org

Members and past attendees will receive individual registration mailings, and the Preliminary Program and Registration Brochure will appear in the next issue of this newsletter. Or you may download these same registration materials soon, directly from the ISSA website: www.slurry.org

Pssst... while you have your calendar out, include the ISSA 42nd Annual Convention, to be held in San Diego, February 25-28, 2004. Look for details soon.



MeadWestvaco
For Superior Slurry Systems

INDULIN®

Asphalt Emulsifiers

Product	Typical Application	Benefits
INDULIN QTS <small>Cationic Quick-Traffic</small>	Microsurfacing	<ul style="list-style-type: none"> • Quick traffic return times • Controlled chemical break
INDULIN MQK <small>Cationic Quick-Set</small>	Quick-Set Slurry Seal	<ul style="list-style-type: none"> • Highly effective across a wide range of aggregate and asphalt types
INDULIN MQK-1M <small>Cationic Quick-Set</small>		<ul style="list-style-type: none"> • Excellent combination of extended mixing and quick-set performance
INDULIN SBT <small>Cationic Slow-Set</small>	Slow-Set Slurry Seal	<ul style="list-style-type: none"> • Extended mixing times with aggressive stone and/or hot weather
INDULIN ISE <small>Anionic Slow-Set</small>		<ul style="list-style-type: none"> • Superior coating across aggregate types

MeadWestvaco Corporation
Specialty Chemicals Division
Polychemicals Department
P.O. Box 118005
Charleston, SC, USA 29423-8005
TELEPHONE: 843-740-2243
FACSIMILE: 843-740-2147
E-MAIL: polychem@meadwestvaco.com
WORLD WIDE Web: <http://www.meadwestvaco.com>



ISSA Rolls Out New Marketing Brochure

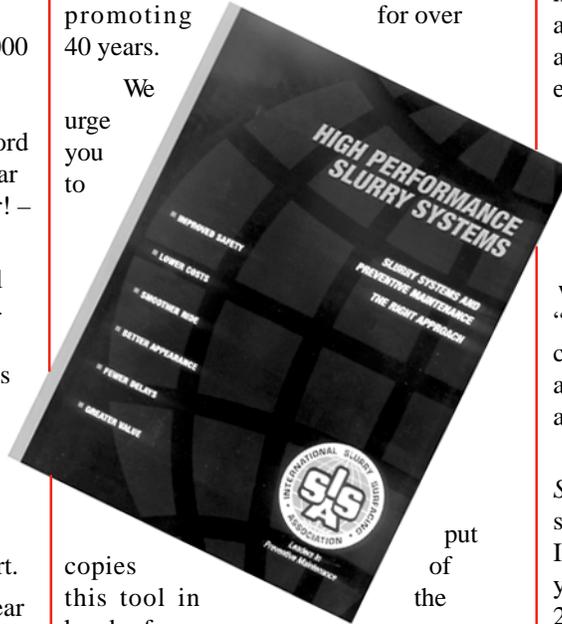
High Performance Slurry Systems has made a big splash in just a few weeks. Response to the discounted pre-publication offering of the new marketing brochure has been phenomenal. More than 15,000 copies were ordered by ISSA members and have now been delivered. As you read this, the word on Slurry and Micro is spreading far and wide, due in part to this – your! – new marketing device.

The 12-page publication will be a compelling sales and information tool, the likes of which has never been produced before for this industry. It was planned and executed by the ISSA Board, with Director and Marketing Committee Chair Randy Terry (Terry Industries, Hamilton, Ohio) spearheading the broad group effort.

This brochure is colorful, clear to the lay reader and the engineer alike, and perhaps most important, it is convincing. The economics and obvious practicality of Micro and Slurry technologies are touted

effectively throughout. It is written in our own words by slurry experts who know this business, using terms and practices that ISSA has been promoting for over 40 years.

We urge you to put this tool in hands of every user agency, every specifier, every materials engineer, every street superintendent, every consulting engineer, and every civil engineering



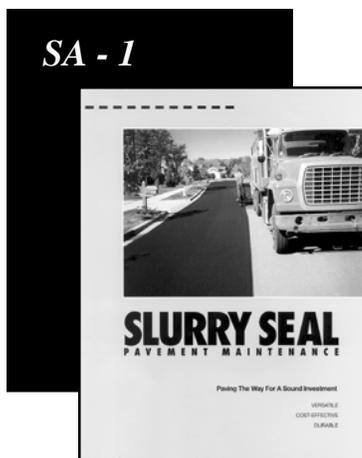
professor and student you know!

ISSA very much wants its publications to find their way into the hands of public agency officials and anyone else with an interest in Slurry and Microsurfacing. We very strongly encourage you to maintain a supply of this and other ISSA literature, and to distribute it aggressively.

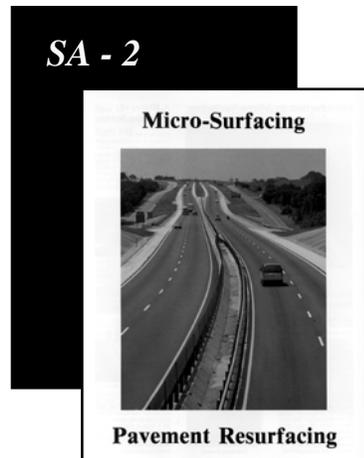
Through our partnership with the Foundation for Pavement Preservation, copies of the brochure will be distributed with the FP2 “toolkit” package of resources, and of course it will also be made available at all opportunities such as trade shows and meetings.

High Performance Slurry Systems is available at \$3.00 each, plus shipping/handling (15% U.S./30% International). Members only. Fax your order to ISSA headquarters: 410-267-7546

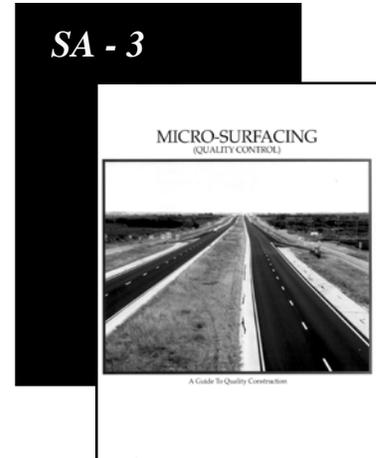
Don't forget the other fine publications available from ISSA! Shown below is only a sample of the many offerings. Visit www.slurry.org or call 410-267-0023 for details on how to order.



Slurry Seal Pavement Maintenance



Micro-Surfacing Pavement Resurfacing



Micro-Surfacing (Quality Control)



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ISSA Welcomes New Members

ACTIVE

Corsicana Technologies, Inc.

PO Box 1898
Corsicana, TX 45115-1898
phone: 903-874-9500
fax: 903-874-9595

* Mark Stroder, Asphalt Additives
Business Manager
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Asphalt Emulsifiers; Emulsion Additives
& Stabilizers; Adhesion Agents

Triangle Grading & Paving

PO Drawer 2570
Burlington, NC 27216
Phone 336-584-1745
Fax 336-584-0145

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Slurry Seal, Chip Seal, Paving, Grading,
Reclaiming Asphalt, Recycling Asphalt

Rawson Manufacturing, Inc.

99 Canal Street
Putnam, CT 06260
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* James W. Rawson, President
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Sierra Nevada Construction, Inc.

PO Box 50760
Sparks, NV 89435
phone 775-355-0420
fax 775-355-0535

* Alex Faust
afaust@snc.biz

Asphalt maintenance, including Type I,
Type II, and Type III Slurry

INTERNATIONAL

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Pakenham, Victoria 3810
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Civil engineering, road construction and
maintenance, road products supplier and
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ISSA Spreads the Word at World of Asphalt

ISSA proudly told the world about Slurry and Micro-Surfacing in late March at the World of Asphalt Show and Conference in Nashville, TN. ISSA member volunteers, led by Industry Relations Chairman Pierre Peltier (Koch Pavement Solutions), staffed the Association's trade show display booth during the three-day event, held at the Nashville Convention Center. A variety of ISSA literature was distributed to show attendees, including the basic Micro- and Slurry pamphlets, as well as the Recommended Performance Guidelines for each category.

The event featured educational sessions, a live paving demonstration



Pierre Peltier, Koch Pavement Solutions

and indoor exhibits showcasing the latest asphalt-related equipment, products and services, attracting all

segments of the asphalt industry including materials producers, contractors, state and agency specifiers, manufacturers and service providers. More than 3,500 attended, from 38 countries, a 27% increase in attendance over the previous show, held in 2001. The Exposition featured 177 exhibitors, using 48,800 net square feet of hall space, to showcase the industry's most advanced technology and innovations.

The next World of Asphalt is planned for March 15th-18th, 2004, again in Nashville. www.worldofasphalt.com

Baxter Burns Elevated At Asphalt Institute

J. Baxter Burns II, Executive Vice President of ISSA member Ergon Asphalt & Emulsions, was named Chairman of the Asphalt Institute Board of Directors at the Institute's Annual Meeting held in Scottsdale, AZ. Burns served as President of the Asphalt Emulsion Manufacturers Association in 1994-95.

"I am honored to have been elected to the chairmanship of the Asphalt Institute for 2003," he said. "I look forward to continuing down the path of enhancing our partner relationships and to continuing development of our membership by looking first at their needs and the wants of the Institute.

"We must realize the challenges we face going forward, and know that change is inevitable," he added. "And we must be prepared to make those changes to take us into the 21st century."

Burns has identified several immediate goals for the Institute during his chairmanship. First is completion of the



AI 2004 Task Force, which is studying the Institute's core services and programs and a supporting dues structure and rate review for membership. Next is an overall effort to enhance strategic relationships with

industry partners through AI's environmental coalitions and other key alliances. An additional primary goal is to evaluate and promote product stewardship as a core value of the Institute.

Burns, a native of Jackson, MS, began his career at age 17, with a summer job at a local asphalt producer. His family has been in the transportation industry for four generations. He is a graduate of Mississippi State University with a Bachelor of Science in Engineering.

The Asphalt Institute is a Lexington, KY-based association of international petroleum asphalt/bitumen producers, manufacturers and affiliated business. Its mission is to promote the use, benefits, and quality performance of petroleum asphalt, through environmental, marketing, research, engineering and technical development, and through the resolution of issues affecting the industry. For more information, visit www.asphaltinstitute.org.

Pavement Preservation Training: How to Make the Most of Your Highway Investment

Reprinted from *FOCUS*, published by FHWA

As transportation agencies across the country make decisions about spending limited highway dollars, they are looking for a high payoff in terms of maximizing resources and optimizing the return on their investment. With the Interstate system completed and much of the National Highway System exceeding its design service life, these decisions are increasingly focused on maintaining and preserving the Nation's \$1 trillion dollar investment in existing highway infrastructure assets. To accomplish this goal, many agencies are now considering a wider range of actions to take to maintain and preserve their transportation infrastructure. In response to State and industry needs, the Federal Highway Administration (FHWA) has developed a series of pavement preservation training courses to provide guidance in this area of asset management.

Two courses are currently being offered to highway agencies through FHWA's National Highway Institute (NHI), while two more are expected to be available by this fall. The development and presentation of the courses has been supported by industry and the Foundation for Pavement Preservation. Pavement Preservation: The Preventive Maintenance Concept introduces the overall concepts of pavement preventive maintenance. Its target audience is highway agency decisionmakers, management, senior maintenance staff, and others who have the ability to create and fund department programs and initiatives. The course highlights components of a preventive maintenance program, provides an overview of treatments and techniques, and explores the use of life-cycle cost analyses to promote preventive maintenance. The course also makes extensive use of case study information collected from visits and interviews with five pavement preservation Lead States. Since November 2000, the course has been presented 32 times in 17 States. "The popularity of the course underscores a widespread interest in learning more about

implementing or improving preventive maintenance practices at both the State and local level," says Jim Sorenson of FHWA.

"We have sent all engineering managers in the field at the division, district, and county levels to both courses," says Steve Varnedoe, State Maintenance and Equipment Engineer for the North Carolina Department of Transportation. "These courses have been very effective in helping to bring about a cultural change in the organization regarding the value of pavement preservation. We believe getting buy in and an understanding of the concepts of pavement preservation at all levels of management is essential for an agency to sustain a pavement preservation program."

Selecting Pavements for Preventive Maintenance targets engineers and field supervisors who make decisions about which roads receive treatment and when. The course provides guidance on identifying when pavements are candidates for preventive maintenance, learning how to identify appropriate preventive maintenance treatments, and understanding all of the factors that need to be considered to select the most appropriate treatment. Also featured are hands-on exercises that test participants' abilities to identify appropriate candidate pavements for preventive maintenance, select feasible treatments, and analyze cost and performance data to identify the best treatments to use. Since November 2001, the course has been presented 24 times in 11 States.

The third course, Design and Construction of Quality Preventive Maintenance Treatments, is under development. "This course is probably the most eagerly anticipated among both agencies and contractors," says Sorenson. It targets those field personnel involved in constructing preventive maintenance treatments, such as agency inspectors and contractor foremen. The course includes modules on all of the different types of preventive maintenance treatments now in use, focusing on best practices for design-

ing and constructing those treatments. It also addresses poor practices and their resulting impacts. As with the other courses, it is being developed by Applied Pavement Technology, Inc., in close collaboration with industry organizations and contractors. "They are providing their own training materials and storehouse of technical knowledge and experience to help ensure that the resultant training course is accurate and useful," says Sorenson.

The final course in the Pavement Preservation series, Pavement Preservation: Integrating Pavement Preservation Practices and Pavement Management, focuses on finding the common ground that needs to exist between preventive maintenance and pavement preservation practices and pavement management programs. Much of the responsibility for pavement preservation activities rests with an agency's maintenance division at the local or district level. Such activities mirror pavement management ones in many ways, but they often take place outside of the agency's pavement management framework. Not only may there be costly duplication of effort, but all of the benefits of preventive maintenance are not realized if it is not done in concert with pavement management.

The course addresses technical issues of integration, such as performance indicators, data collection, treatment selection, and software needs and capabilities, as well as the need to enhance interagency communication and agency organization. The course objectives also include:

Describing the characteristics and goals of a pavement management system (PMS), including the difference between network-and project-level decisions.

Demonstrating how preventive maintenance and other pavement preservation practices affect pavement perfor-

Continued on page 27



Pavement Warranties Yield Innovation, Quality

Reprinted from FOCUS, published by FHWA

Faced with staff and budget shrinkages and the need to increase pavement quality and life-cycle performance, some State highway agencies are finding that pavement warranties offer an alternative way to assure performance. These warranties guarantee the integrity of the product and the contractor's responsibility to repair or replace defects for a defined period.

The Indiana Department of Transportation (INDOT) started using warranties on asphalt pavements seven years ago. The agency's goal was to encourage contractor innovation and at the same time compensate for a decrease in manpower for inspection and oversight. "We wanted to be able to do more with fewer people," says Dave Andrews of INDOT. Indiana awards about two or three warrantied projects a year, with the warranties good for five years. The warranties are placed on very high traffic volume projects in

conjunction with time incentives. This is done to ensure that the fast pace of construction that time incentives encourage still produces a high quality project for INDOT. The effort started with asphalt pavements but expanded last year to concrete with the construction of a warrantied pavement on I-65 in the southern part of the State. The warranty specifications were developed in concert with industry. Indiana is pleased with the results to date. "The projects are built faster and we get quality work and very smooth pavements," says Andrews.

At the end of the five-year warranty period, threshold values for International Roughness Index, surface deformation (rutting for asphalt pavements/scaling for concrete pavements), transverse cracking, longitudinal cracking, friction number, and joint sealant condition (for concrete pavement only) are measured. If the

pavement meets those values at the five-year mark, then INDOT is confident based on historical data that the pavement will be serviceable through its design life. To date, two asphalt pavement contracts have reached the five-year mark and both have been accepted.

The Michigan Department of Transportation (DOT) started using warranties in 1996. While the agency started with materials and workmanship warranties, it has since expanded the warranty program to include performance warranties also. Performance warranties allow the contractor more flexibility in terms of materials selection, workmanship methods, and design decisions. "We started exploring warranties as a way to reduce oversight but still ensure that contractors are delivering the high quality product we need. It's also about getting contractors to take a long-term interest in pavement performance," says Steve Bower of Michigan DOT. "We're trying to get the contractors to have a high level of self awareness with regard to construction quality. It raises awareness about how workmanship and materials decisions can affect long-term pavement performance." From 1996-2002, the State let 473 preventive maintenance projects that had warranties and 131 rehabilitation projects. More than 90 percent of projects in the agency's 2002 Capital Preventive Maintenance (CPM) Program were warrantied, while more than 50 percent of 2002 reconstruction and rehabilitation projects included a pavement warranty.

CPM pavement warranties are for a three-year duration and include treatments such as thin asphalt overlays, concrete patching, chip seals, and microsurfacing. Rehabilitation and reconstruction warranties are for a five-year duration and include fixes such as new concrete and asphalt construction, hot-mix asphalt (HMA) overlays on repaired pavement, and HMA overlays on rubblized concrete pavement.

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Pavement Management Systems: A Powerful Tool for Performance Monitoring

Reprinted from *FOCUS*, published by FHWA

How are Superpave pavements performing in your State? Your pavement management system (PMS) can help you find out. A recent Federal Highway Administration (FHWA) study examined how existing pavement management data, combined with materials and construction-related data, could be used to evaluate new design or materials concepts such as Superpave in Arizona, Florida, Indiana, Maryland, and Washington State. "With data from a PMS, along with data from other systems such as materials and construction, you should be able to paint a pretty good picture of how a pavement is performing," says Project Coordinator Pim Visser of TRDI, Inc. The study's other primary objectives were to determine what data States collect in common, what data could be combined and used for a multi-State data analysis, and what can be done to make data from different States more compatible.

Most highway agencies primarily use their PMS data at the network level for programming, planning, and budgeting. PMS databases generally contain at least the following information:

- Location of the pavement section
- Type of pavement
- Age
- Traffic information
- Performance indicators for ride, cracking, rutting, and friction
- Year of testing.

The PMS's in the five States visited contained performance data on such criteria as rutting and cracking for 1 to 4 years for Superpave pavements. However, they often had no link between the performance data and details on materials characteristics, as-constructed thickness, construction data, or quality control (QC)/quality assurance (QA) data, which are usually not readily available in electronic format. To assess the performance characteristics of pavements, a combination of data, including material properties, traffic, and weather, is needed. Most States have this data but are not currently combining it for analysis.

One highway agency that has made a major effort to put many of its essential data on pavement materials and construction in electronic format is the Washington State Department of Transportation (WSDOT). These data have been integrated and linked with performance data for Superpave and SMA pavements on a Web-based database known as HMA View developed by the University of Washington. Started in early 2001, the Web site allows WSDOT to track the performance of pavements by looking at such characteristics as whether they are rutting or cracking. "It's a wonderful tool that allows you to look at the field data during production via automated control charts, which are all on one page for easy viewing and analysis," says Kim Willoughby of WSDOT. "Also, the pavements' performance over time can be monitored and linked to actual field test results."

The FHWA study used HMA View for the second part of its research. Known as the Pathfinder Study, this initiative was designed to serve as an example of how a highway agency can identify and collect the data needed to assess the performance of Superpave pavements or other new design or materials concepts, as well as to determine how much effort is required to enter the data into one or more electronic databases. Data fields from the Maryland State Highway Administration's (SHA) QC/QA, pavement design, mix design, and PMS files were selected and data was collected from seven Superpave projects constructed since 1999. Data collection took 2 months of effort as not all of the data was in electronic format. The data was then loaded into HMA View, resulting in a substantial database. Some gaps, however, still remained. This meant that no analysis could be done for such indicators as cracking, the effects of mix temperature, the influence of day or night paving, or the effects of actual versus designed layer thickness. Another limitation was that there was only 1 or 2 years of performance data, so it was difficult to create meaningful plots of performance over time.

Despite the limitations encountered, the project successfully demonstrated how a State highway agency could assemble a detailed database that could be used to evaluate the performance of Superpave and other design and new material concepts. "It has become clear that there is much more data present in PMS, pavement design, materials, and construction files than is currently used or accessible for performance monitoring and that some of the missing data could easily be collated in the future," noted the report produced by the project team. The project also demonstrated the advantages in collecting data in electronic format, making it easily accessible for other applications. "Putting things in electronic format requires a change in attitude and the realization that this data can be useful in many applications and for many departments," says Visser of TRDI, Inc.

Since the Pathfinder study, Maryland SHA has continued working with the University of Washington on a pilot performance monitoring project. "Using HMA View, we have merged seven databases that monitor materials, construction, and performance into one program," says Gloria Burke of Maryland SHA. This pilot project is for an 8-km (5-mi) section of roadway resurfacing located on I-68 in western Maryland. The seven databases track pavement design, project performance, ride quality, binders, construction details, mix design, and QC/QA. The combined data is being uploaded into a version of HMA View customized for Maryland, which includes maps, control charts, and thermal and digital images. "The project is working very well," says Burke. "We are planning to use HMA View even more in the future."

Recommendations made by the FHWA study included undertaking a more detailed multi-State study in the future to analyze the performance of the Superpave

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Reauthorization Starts At Home

Here's an edited compilation of a very useful fact sheet we received from Mike O'Leary, of ISSA member Koch Pavement Solutions. If there is any question in your mind about the importance of the pending re-authorization legislation, read on.

The U.S. government is currently considering the successor to the Transportation Equity Act for the 21st Century (TEA 21), the current law governing all federal highway funding and policies. TEA 21 will expire on September 30, 2003. The new bill will determine the future quality of U.S. highways. Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and productivity that has made America so strong and prosperous.

The Facts, from such sources as the US Department of Transportation, Texas Transportation Institute, The Road Information Project (TRIP), and the American Road and Transportation Builders Association (ARTBA):

- Each \$1 billion spent for highway construction creates 47,500 jobs
- Each \$1.00 invested in our highway system yields \$5.70 in economic benefits
- \$6 trillion in commodities are shipped annually on the nation's highways
- Poor roads cost \$49 billion/year in vehicle repairs & operating costs-\$259/ motorist.
- Traffic congestion costs US motorists \$78 billion/year in wasted time and fuel costs.
- Americans spend an additional 4.5 billion hours a year stuck in traffic.
- Motor vehicle crashes cost \$113 billion per year, or \$401 for each U.S. resident, for emergency

services, medical costs, property damage and lost market productivity.

- The Highway Trust Fund is designed to finance road and bridge improvements on a pay-as-you-go basis. The Fund is derived solely from user fees.

Reauthorization In The News: The Administration's version of the bill is on the streets! It's being called: SAFETEA - Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003. DOT Secretary Norman Mineta testified at a May 15th hearing at a House Highways, Transit and Pipelines Subcommittee hearing to review the long-awaited bill. The bill is posted at: <http://www.fhwa.dot.gov/reauthorization/safetea.htm>. Administration proposed bottom line: \$247 Billion over 6 yrs

The TEA-21 reauthorization proposal being pushed by the bipartisan leadership of the House Transportation and Infrastructure (T&I) Committee would provide a major boost to the American economy by adding \$290 billion to the Gross Domestic Product (GDP) over the next six years, according to a new analysis by the world's leading econometric forecasting firm. More: http://www.artba.org/news/press_releases/2003/05-13-03.htm. Bipartisan House proposed bottom line: \$375 Billion

On May 7th of this year, many state governors, mayors and county officials called for increased federal surface transportation investment during the reauthorization of TEA-21 at a hearing before the House Highways, Transit and Pipelines Subcommittee.

CNN Moneyline anchor Lou Dobbs cites the economic benefits of highway investment in the May 19 edition of U.S. News and World Report. "If we're trying to create jobs, let's create jobs. Our roads, highways, and bridges are in sore need of repair. Investing in our infrastructure would definitely create jobs and would immediately stimulate the economy, and the investment would be lasting."

Washington scuttlebutt: Some are advocating tabling the new bill and extending TEA-21, which originally estimated \$203 billion, but the spending suffered from a formula tied to the economy. Bottom line on the tabling option? Funding may decrease.

Resources: Want to know more? Check out the following websites: <http://www.fhwa.dot.gov/reauthorization/index.htm>, <http://www.istea.org/>, <http://www.highways.org/>, <http://www.tripnet.org/>, http://www.artba.org/government/tea-21/tea_21.htm, <http://www.asce.org/pdf/ascestatement-reauthtrd&eprog3.4.03.pdf>.

What Can I Do? Tell your legislators how you feel! You are important to them! They want to hear from their constituents, and will pay attention to your comments. What do I say? See separate attachment for a typical letter. Do state why you are concerned; personalize if you can, using your own words; give facts. Don't be too lengthy or exaggerate. How do I contact my representative? The internet makes it easy: <http://www.house.gov/writerep/> and <http://www.senate.gov>. Who are the most important people? See separate attachment for the people who can have the most impact now: members of the House and Senate Transportation & Infrastructure Committees. Consider contacting them, especially if you are in their districts or have any contacts. You can click on their name to take you to their websites.

Questions? Please call Mike O'Leary (303/808-9448) or D.J. Gribbin, Public Affairs (202/737-1977).

Meet the New Mobile Asphalt Lab

Reprinted from *FOCUS*, published

The Federal Highway Administration's (FHWA) new and improved mobile asphalt laboratory will be hitting the road soon with an array of state-of-the-art technologies and the goal of promoting long life asphalt pavements for the 21st century.

The renovated trailer's tools will enable FHWA to better further develop and share new asphalt technology with State highway agencies. This new technology ranges from simple performance test equipment to rapid materials testing devices. "We'll be working with States to develop emerging technologies along with demonstrating them," says Leslie Myers of FHWA. This give-and-take of ideas and methods that the mobile lab facilitates can prolong the life and enhance the quality of highways, resulting in better safety and mobility for the motoring public.

Along with bringing new asphalt pavement technology directly to locations throughout the United States, the updated mobile lab's goals include:

- Developing, testing, and evaluating Superpave performance prediction specifications.
- Supporting State highway agency efforts to ensure high quality construction materials and practices.

- Resolving issues related to the implementation of new pavement technology and construction specifications with transportation partners.

In addition, the validation activities to be performed by the mobile asphalt lab will help smooth the transition of State agencies and industry to using the forthcoming 2002 Pavement Design Guide developed by the American Association of State Highway and Transportation Officials. "The lab give States a preview of what they can start to do to begin using the Design Guide and how they can make implementation easier," says Myers.

Once a lab visit has been scheduled at the request of the State, the trailer will travel to the State's particular highway construction site, where lab staff will use the trailer's equipment to test local materials. After the site visit and lab tests, the staff will prepare a report for the State with feedback on the test results and will present it during a closeout meeting.

New technology in the mobile lab includes simple performance test equipment that provides data for performance-prediction models and supports new pavement design procedures through advanced mixture characterization. Cutting-edge core specimen fabrication equipment is also included, featuring dual-

bladed saws and a coring shaft that can be used to make correct-sized specimens for the simple performance test using a dry process (i.e., without the use of water). And an array of rapid materials testing technology includes video imaging equipment that can measure aggregate properties for both fine and coarse aggregates, as well as infrared detection equipment to determine saturated surface dry condition, aggregate absorption values, and apparent specific gravity.

Conventional hot-mix asphalt tests can also be run in the lab, including volumetric testing for Superpave mixtures and in-place density measurements. Advanced testing of performance-related specifications and other innovative contracting practices can be performed as well.

The revamped trailer currently has invitations from the Arizona, Kansas, North Carolina, and Pennsylvania highway agencies for on-site activities starting (this Spring). For more information on the mobile asphalt lab or to schedule a visit to your State, contact your local FHWA Division office or Resource Center, or Leslie Myers at FHWA, 202-366-1198 (email: leslie.myers@fhwa.dot.gov).

To read other articles in *FOCUS*, visit www.tfhrcc.gov/focus/pastissues.htm

E-Mail Worries

Here at headquarters we've noticed a sporadic pattern of dropped e-mails – sent but never received — and we're concerned about good business communications. So it's important for ISSA members to know that your headquarters staff makes every effort to respond quickly to all incoming e-mails. If you send a message and get no reply within a day or two, there's a very good chance we didn't receive it. Please send the e-mail again, and request a receipt. Then you'll know for sure we've received it.



FHWA Workshop Introduces New Life-cycle Cost Analysis Software

Reprinted from *FOCUS*, published by FHWA

With the introduction of the Federal Highway Administration's (FHWA) new life-cycle cost analysis (LCCA) software and an accompanying instructional workshop, highway agencies can now more quickly and easily calculate the life-cycle costs of pavement design alternatives. Developed by FHWA's Office of Asset Management through the intra-agency LCCA Developer's Group, the new software identifies cost differences between design alternatives, accounting for both initial and future agency and user costs. Each of the alternatives compared will provide the same level of service and performance.

To run the program, which performs both deterministic and probabilistic modeling, a user must enter the estimated costs for the initial construction and any future rehabilitation of the asset and the period of serviceability (i.e., time between construction and rehabilitation). The software also requires basic traffic data inputs such as annual average daily traffic, capacity, and hourly traffic distribution. The program automates FHWA's user cost methodology as well, which accounts for

user costs incurred while work zones are set up. This methodology is described in Life-Cycle Cost Analysis in Pavement Design (Publication No. FHWA-SA-98-079). Both the user cost methodology and the new software have been adopted by the forthcoming American Association of State Highway and Transportation Officials' 2002 Design Guide as the way to perform LCCA.

The LCCA software runs in MS Excel 2000 and has an easy-to-navigate graphic user interface. The program produces both text and graphic outputs that can be exported for presentations. Users have the choice of working with either a spreadsheet or a form interface.

States can gain hands-on experience with the software at the new FHWA LCCA workshop, which presents the basics of how to conduct an LCCA and how to apply the results to pavement project design decisions. The workshop premiered on August 28-29, 2002, in Denver, Colorado. FHWA's LCCA Developer's Group, which includes representatives from the Office of Asset Management and

FHWA's four Resource Centers, presented the workshop to the Colorado Department of Transportation (DOT), as well as representatives from the New Mexico, Wyoming, and Utah highway agencies.

"The course was well received and is very user friendly," says Jay Goldbaum, a Professional Engineer with the Colorado DOT. "We have a strong interest in Colorado in probabilistic life-cycle cost analysis and this was a great course for getting into that process. The hands-on aspects were particularly useful."

"We're already seeing high demand for this workshop," adds Tom Canick of FHWA. To date, Florida, Georgia, Indiana, Maryland, Minnesota, and Virginia have requested workshop sessions.

For more information on LCCA, to obtain a copy of the software, or to schedule the workshop, contact Tom Canick at FHWA, 202-366-4657 (email: tom.canick@fhwa.dot.gov). Copies of Life-Cycle Cost Analysis in Pavement Design can be obtained from the FHWA Research and Technology Report Center at 301-577-0818 (fax: 301-577-1421).

Quotable Quotes

Luck is the residue of design.
—Branch Rickey

Time and patience change the Mulberry leaf to silk.
—Anon.

If you understand everything, you must be misinformed.
—Japanese Proverb

Never flinch, never weary, never despair.
—Winston Churchill

"Freedom is nothing else but a chance to be better."
—Albert Camus

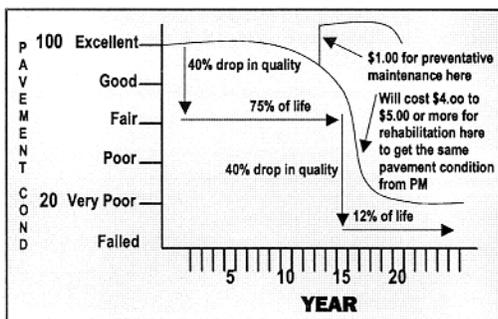
Life is not measured by the number of breaths we take,
but by the moments that take our breath away.
—Anon.

Pavement Preservation Seminar

October 6th & 7th, 2003 – Austin, Texas

Presented in Conjunction with the 20th Annual AGC of Texas Trade & Equipment Show

The Federal Highway Administration, State DOT's and Industry Groups have begun an aggressive campaign to encourage cities, counties and states to employ a pavement preservation program. This initiative has grown out of a significant research effort. Pavement preservation includes corrective and preventive maintenance, as well as minor rehabilitation. Although each type of maintenance is needed in a comprehensive program, the emphasis is on preventing a pavement from reaching the condition where corrective maintenance is required.



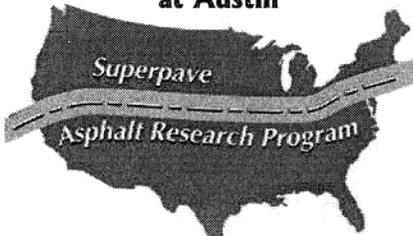
Research has proven that the cost savings associated with this approach can be substantial. There are technical components to this program, but two non-technical ones must precede them: commitment from top management and education. By adopting this approach, an agency can realize very significant savings. This seminar can provide you with research reports, specifications and training for your key personnel.

Building an agency's roadway infrastructure represents a major investment; preserving that asset is paramount.

In recognition of the need for education and training related to pavement preservation, AGC, AEMA and UT Austin, in association with Dr. Yetkin Yildirim from the Superpave and Asphalt Research Program will conduct a 3-day Pavement Preservation Seminar through the Continuing Engineering Studies Office in the College of Engineering. Students will be awarded 1 CEU for attending the seminar.

(1 CEU per 10 hours)

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AGENDA

Monday Afternoon, Oct. 6th

- 1:00 - 1:10 pm: Words of Welcome
- 1:10 - 1:45 pm: Pavement Preservation the Initiative Supported by FHWA
- 1:45 - 2:30 pm: Crack Sealing Techniques & Latest Research
- 2:30 - 2:45 pm: Break
- 2:45 - 3:30 pm: Scrub Seal & Fog Seals
- 3:30 - 4:15 pm: RAP and It's Many Uses
- 4:15 - 5:00 pm: Hot Mix Overlays

Tuesday Morning, Oct. 7th

- 8:15 - 9:00 am: Hot-In-Place Recycling
- 9:00 - 9:45 am: Micro-Surfacing and Slurry Seals
- 9:45 - 10:00 am: Break
- 10:00 - 10:45 am: Chip Seal / Best Practices
- 10:45 - 12:00 pm: Equipment and Materials Innovation
- 12:00 - 1:30 pm: 20th AGC Trade Show Opening Luncheon & Ribbon Cutting

Wednesday Morning, Oct. 8th

- 8:30 am: Technique Demonstrations

If you have any questions, or need more information contact Tanya Clarkson at AGC of Texas 512/478-4691 or via email tclarkson1@agctx.org. Visit the AGC web site at www.agctx.org for more seminar and Trade Show details.

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**ISSA Membership Elects Bill Ballou -
Continued from page 1**

Past President – Chris Anspaugh, Strawser, Inc., Columbus, OH

New Directors named to the Board were:

Lawrence Allan, Roy Allan Slurry Seal, Santa Fe Springs, CA

Andrew Crow, MeadWestvaco Corporation, Charleston Heights, SC

Directors reelected to the Board were:

Alan Berger, Valley Slurry Seal, West Sacramento, CA

Richard Francis, Southwest Slurry Seal, Phoenix, AZ

Mark Ishee, Ergon Asphalt & Emulsions, Jackson, MS

Howie Snyder, Musselman & Hall Contractors, Kansas City, MO

**President’s Message - Continued from
page 3**

Preservation Research” initiative to identify common ground as TEA-3 approaches.

“The legislation is critical,” said Jim Sorenson, Construction and System Preservation Team leader, FHWA Office of Asset Management. “I’m pleased to see that industry groups recognize how critical TEA-3 will be in advancing pavement preservation technology and resolving needs.”

As President of ISSA, I can’t emphasize enough the importance of our members’ continued support of industry efforts to increase reauthorization funding for preservation and preservation research, between now and September. Contact your Congressman or Senator, and encourage their approval of pavement preservation and preservation research funding.

Write your Congressman via www.house.gov/writerep/

Contact your Senator via www.senate.gov

The US Senate Committee on Commerce, Science and Transportation can be contacted at www.senate.gov/~commerce/contact/ or by telephone at 202-224-5115

Committee Report - Continued from page 8

value, there was no consensus as to this issue. It was agreed that Guiles would check on the available methods and relay this information to Ishee for report at the next meeting.

Skid Data: Rich Francis was to have prepared a form for skid data collection. This form would be sent to ISSA members so that we can begin to build a database. As Francis was not present at this meeting, we look forward to this form being presented at the next meeting.

Surface Area Design: This item is cleared from the agenda. It was felt by the group present that mix design work should be delayed until the direction of the CalTrans study are clearly defined.

Life Cycle Cost: It was agreed that Anspaugh should continue working with this issue. The group felt that though these numbers could be argued, it was important to generate some data that could be used in future marketing efforts. LCC is a complex issue and there were no timelines established for the generation of a document.

Field Sampling: Nigel Kerrison was to have reported on this topic. As Kerrison was not present at the meeting, we look forward to his input at the next meeting.

Old Business: The following topics are removed from the agenda of the Technical Committee: Ignition Oven, Noise, and QA/QC. Though those in attendance indicated these were pertinent topics, there was no desire stated to work on them as individual issues.

New Business: Issues discussed included: Specific gravity of Loaded Wheel Samples and Schulze – Breuer-Ruck testing. Anspaugh successfully fielded a technical inquiry e-mailed by a member on these two issues. There was no need established for continued work on these topics.

Ishee asked about possible inclusion of SHPR type grading of the asphalt residue, there was no interest shown by the committee in pursuing this as a task.

Reimschiessel asked about language in section 5.3 of both A105 and A143 that can be construed as vague. In 5.3, it is not stated whether the suggested application rate is calculated using the dry weight of aggregate. There was discussion regarding areas of the U.S. that measured the application rate differently from other areas. There was no consensus achieved and it was agreed that Neil Guiles would review the language and give his suggestion to Ishee prior to the next meeting.

Summary of Action Items:

- 1) Design Technical Bulletin Metric Conversion- Anspaugh to report on progress
- 2) A 105 review of referenced TBs – Ishee by next Meeting
- 3) A 143 review of referenced TBs- Anspaugh by next meeting
- 4) Methylene Blue Value available methods- Guiles to report by next meeting
- 5) Skid Data Collection Form- Francis to prepare by next meeting
- 6) Life Cycle Cost- Anspaugh to report progress at next meeting
- 7) Field Sampling – Kerrison to report findings at next meeting
- 8) Language for Suggested Application Rates in A105 and A143- Guiles to review and suggest any recommended changes by next meeting



Notes from Headquarters - Continued from page 9

own approximately 75 percent of the nearly four million mile highway and roadway network and own close to 300,000 bridges, or 51 percent of all bridges." The coalition is asking that the successor to TEA-21 sub-allocate money to local governments and metropolitan planning organizations (MPOs) in an attempt to hand over resources and decision-making capabilities to those officials who are closest to the local people and community. (Daily Report for Executives)

FMI ("management consultants to the construction industry") has published its current **U.S. Markets Construction Overview**, packed with economic information that, in summary, is cautiously optimistic, in spite of international tensions and tight budgetary constraints for public projects. The interest rate stimulus and pent-up demand are credited with enough potential *oomph* to kick-start the economy in late 2003, although cost-cutting measures continue and "many companies will struggle to find new markets and differentiate their services in a highly competitive arena." The covering summary concludes that, "In short, it will be a challenging year that many leaders will view as an opportunity to rise above the pack and excel." Subscribe to e-newsletter via www.fminet.com

The **American Highway Users Alliance (AHUA)** distributes timely information to the transportation community, from promoting the highway funding guarantee to elevating highway safety as a priority. AHUA helps shape public opinion to create a pro-highway environment, and leads the industry campaign to maximize cost-effective highway investments. Visit the AHUA website: www.highways.org, and note that the Alliance has recently relocated offices to One Thomas Circle, NW, Tenth Floor, Washington, D.C. 20005.

The **American Road & Transportation Builders Association (ARTBA)** has a variety of interesting and useful, downloadable, and **free of charge** items, including "**Cost Analysis: The Real Cost of Cutting Federal Highway Investment**

to \$27.7 for FY 2003, available in PDF format; **ARTBA'S testimony on America's Transportation Investment Needs** (PDF format 181k); **webcasts** of ARTBA statements before the Congress and subcommittees, focusing on **TEA-21 Reauthorization**; an available 10-hour training course on **OSHA** topics; **Theft Prevention**; and a transportation exhibit on the **Smithsonian Institution's "America on the Move."** www.artba.com

Finally, some reminders: **APWA's 2003 International Public Works Congress & Exposition**, will run August 24th – 27th at the San Diego Convention Center. www.apwa.net Be sure to look for the **ISSA display booth (#1145)** while you're there... And don't miss the October 7th and 8th, 2003, **Texas Trade & Equipment Show**, mentioned elsewhere in this newsletter, and put on by the **AGC of Texas** www.agctx.org. Billed as an industry event "for highway, heavy, utility, industrial and general contractors," and held at the Austin Convention Center, it promises strong regional attendance, drawing from the ranks of contractors, suppliers and governments (TxDOT, city, county). Phone: 512-478-7936 email: tclarkson1@agctx.org

Another calendar reminder: the **American Highways Users Alliance** has planned a **September 17, 2003, fly-in**. Come meet your Congressional representatives, come influence the way Federal paving dollars are spent. Contact AHUA's Johanna Spangenberg, 202-857-1220. Additional information forthcoming, via www.highways.org

The **World of Asphalt 2004 Show and Conference** has launched its webpage within the overall WOA website. The annual event is expected to draw more than 3,500 decision makers from all segments of the asphalt industry, and will feature more than 180 exhibitors in over 50,000 square feet of exhibit space. Plan on March 15 – 18, 2004, at the Nashville Convention Center. For more information, visit www.worldofasphalt.com or email info@worldofasphalt.com or call 800-355-6635. Registration begins after October 1, 2003.

Pavement Warranties - Continued from page 19

In December 2002, the DOT began work on a 19.3-km (12-mi) project on the M-6 Freeway Bypass in Grand Rapids that will have a seven-year performance warranty. "The contractor will have additional flexibility with the mix design, more than would usually be given under the standard QC/QA approach," says Bower. Two more performance warranty projects will be let in (March 2003), using the same specifications.

Michigan reports that its construction oversight costs have dropped since it started using warranties. The DOT has not yet seen a longer service life for pavements but it has observed more innovation on the part of contractors. Lessons learned have included the need to have a good pavement management system (PMS) in place. A good PMS is necessary in order to have the comprehensive pavement performance data that is needed for developing pavement performance measures and thresholds. Bower notes that the agency picked thresholds and performance levels that are attainable based on pavement management data from past projects. "It is imperative that you manage the risk for contractors or it will translate into higher bid prices," says Bower.

For more information on Indiana's warranty use, contact Dave Andrews at INDOT, 317-610-7251, x. 212 (email: dandrewski@indot.state.in.us). For more information on Michigan's warranty program, contact Steve Bower at Michigan DOT, 517-322-5198 (email: bowers@michigan.gov). To learn more about pavement warranties in general, contact John D'Angelo at FHWA, 202-366-0121 (fax: 202-493-2070; email: john.d'angelo@fhwa.dot.gov).



Pavement Preservation Training:
Continued from page 18

mance and how these treatments should be incorporated into pavement management models.

Describing how an enhanced or integrated PMS can be used to support asset management decisions by demonstrating the long-term cost effectiveness of preventive maintenance programs and how these programs can be used to achieve agency pavement condition goals.

To schedule the two courses currently available, contact Danielle Mathis-Lee at NHI, 703-235-0528 (email: danielle.mathis-lee@fhwa.dot.gov). For more information about the Pavement Preservation course series, contact Ewa Rodzik at NHI, 703-235-0524 (email: ewa.rodzik@fhwa.dot.gov) or your local FHWA Division Office.

Pavement Management Systems -
Continued from page 20

system. This would allow States to combine their efforts and could produce a large analysis database of lasting value. The study also noted that "it is important that data used for performance evaluation be accurately and uniformly collected." Data collection protocols currently being reviewed by the American Association of State Highway and Transportation Officials will help in setting a common data collection standard once they are finalized.

While the study demonstrated the value of PMS databases in analyzing the performance of Superpave pavements, PMS data can be used in many other applications, such as analyzing the performance of recycled materials, high-performance materials, and pavements constructed using performance-related specifications. And with the forthcoming release of the 2002 AASHTO Design Guide, PMS data can also be employed in

analyzing the performance of pavements constructed using mechanistic design principles.

For more information on the PMS Performance Monitoring study, contact Sonya Hill at FHWA, 202-366-1337 (fax: 202-366-9981; email: sonya.hill@fhwa.dot.gov). The study report can be found on the Web at www.fhwa.dot.gov/infrastructure/asstmgmt/pms.htm. For more information on HMA View, contact George White at the University of Washington, 206-685-7198 (email: gcw@u.washington.edu) or Kim Willoughby at WSDOT, 360-709-5474 (email: willouk@wsdot.wa.gov). You can also visit the HMA View Web site at hotmix.ce.washington.edu/hma. For more information on Maryland's use of HMA View, contact Gloria Burke at 800-477-7435 (email: gburke@sha.state.md.us).

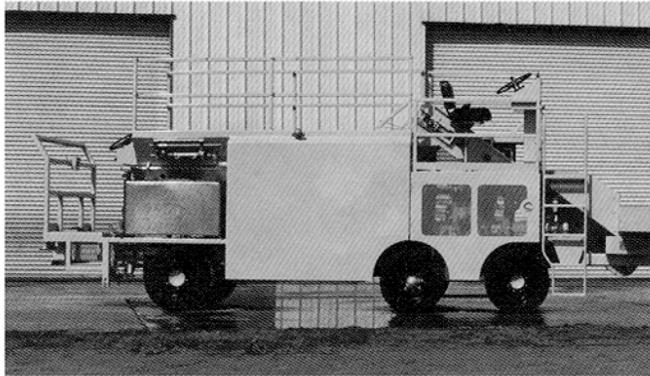
Didn't make it to TRB this year?
Well, mark your calendar now for the 83rd Annual Meeting!
January 11 - 15, 2004, in Washington, D.C.
Visit www.trb.org

Plan on Slurry Systems Workshop!
February 3 - 6, 2004
See details on page 12 of this Newsletter!
Registration materials with next ISSA Report

CONEXPO Already
Put it on your calendar now. CONEXPO has announced the dates of its next event, to be held in the Las Vegas Convention Center: March 15-19, 2005. Yes, that's more than a year down the road, but it's not too soon to lock it in, since you know you're going to be there, anyway. Put in on your long-range calendar, bookmark the following website, and stay tuned: www.conexpoconagg.com

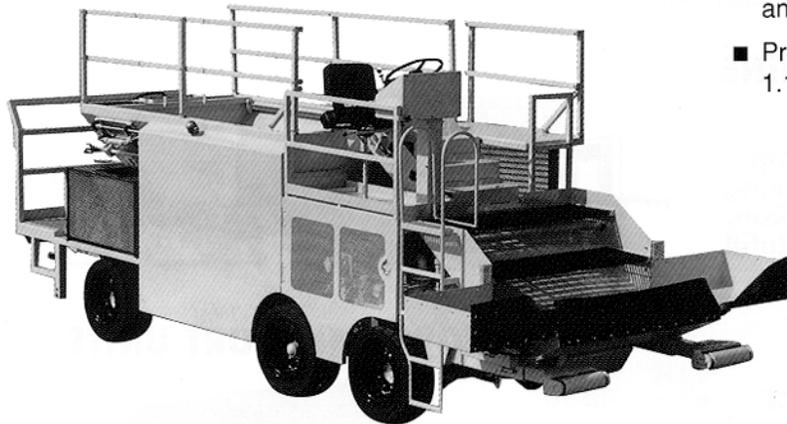
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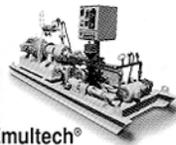
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