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FALL 2026

PAVEMENT PRESERVATION *JOURNAL*



INSIDE:

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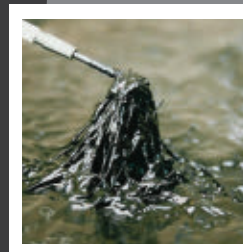
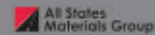
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ABOUT FP² INC.

FP² Inc. is a non-profit trade association organized under the Internal Revenue Code Section 501(c)6, and is supported by the pavement preservation industry, contractors, material suppliers and equipment manufacturers.

Formerly known as the Foundation for Pavement Preservation, FP² supports the adoption of pavement preservation at all levels of government, and works to ensure that pavement preservation becomes a part of road programs from coast-to-coast. It also supports valuable research in pavement preservation, and works in close cooperation with the Federal Highway Administration (FHWA), the National Center for Pavement Preservation (NCPP), and regional pavement preservation partnerships and state-based pavement preservation centers.

FP² also sponsors key promotional activity events, such as international and national pavement preservation conferences. It supports distribution of promotional information to support pavement preservation, such as brochures and the quarterly magazine *Pavement Preservation Journal*.

Please consider joining the leading-edge businesses and national associations above in making a financial commitment to the future of pavement preservation by supporting FP². For more information, contact FP² executive director Rick Church, (630) 230-1397, rickc@cmservices.com.



BY DAVID HENDERSON
President, FP² Inc.

BUILD America 250: Funding the Future, Advancing Innovation, Protecting Lives

As I write this next-to-last *President's Message*, I'm reminded that while the challenges facing our transportation system continue to evolve, FP²'s mission has remained consistent.

The priorities I've stressed throughout my presidency – stronger, more predictable funding, greater support for local agencies, wider adoption of innovation, and an unwavering commitment to safety – remain as relevant as ever, and are increasingly shaping policy, investment, and decision-making across our industry.

NOW, A PIVOTAL MOMENT

In Washington, the transportation funding conversation has entered a more consequential – and uncertain – phase. On May 22, the House Transportation & Infrastructure Committee approved the *BUILD America 250 Act* by a bipartisan vote of 62 to 2. The five-year, \$580 billion reauthorization proposal would invest in roads, bridges, rail, safety, innovation and program flexibility, with roughly \$474 billion guaranteed from the Highway Trust Fund and the remainder subject to future appropriations.

Committee approval is only the first step. The full House has not yet voted on the bill, and the Senate has not advanced its own proposal – leaving a compressed timeline with current surface transportation authorities scheduled to expire on Sept. 30, 2026.

FP² (along with members from AEMA's L.E.A.P. program) carried that message directly to Capitol Hill in May, joining hundreds of industry leaders at the Transportation Construction Coalition (TCC) Fly-In in Washington on May 12-13, where we met with lawmakers from both parties to press for a timely reauthorization, and to underscore that stable Highway Trust Fund revenue is essential to pavement preservation.

DIRECT INTERESTS AT STAKE

For the pavement preservation community, the stakes are direct. The Highway Trust Fund is the financial backbone of the formula programs – primarily the *National Highway Performance Program* and the *Surface Transportation Block Grant Program* – through which states and local agencies fund preservation treatments.

The CBO projects a \$17.2 billion HTF shortfall this fiscal year alone, with cumulative gaps of \$166 billion over the next five years. When funding falters, agencies defer maintenance, accelerating the deterioration that costs far more to correct.

If enacted, BUILD America 250 would take meaningful steps in the right direction. It emphasizes core formula funding, strengthens the flexible *Surface Transportation Block Grant* program, and rewards performance-based investment, principles central to effective preservation. That's why it's essential for the full House to vote and for the Senate to advance its proposal.

INNOVATION IN THE FIELD

We're also seeing innovation advance more directly within the pavement preservation space. Agencies are refining treatments such as chip seals, micro surfacing, cape seals, rejuvenators, and in-place recycling through better treatment selection, improved specifications, and stronger quality control.

Performance monitoring tools and newer construction practices help agencies improve consistency, shorten traffic disruption, and extend service life. That progress matters because innovation in preservation is not limited to new materials alone; it includes better decisions, better execution, and ultimately better long-term outcomes for the public we serve.

Pavement preservation must remain part of the national funding conversation; it stretches transportation dollars, extends pavement life, and helps agencies act before roads reach a more expensive stage of deterioration.

For local and rural agencies in particular, predictable funding and access to proven resources remain essential. FP² has consistently advocated for this support because preservation is not simply a technical choice; it is a stewardship strategy.

LOOKING TO FUTURE

As we move into the final stretch of my term as FP² president, I remain optimistic.

Reauthorization is unfinished. The Highway Trust Fund faces structural shortfalls that Congress has yet to resolve. Agencies continue to balance rising expectations with limited resources. But the direction is encouraging.

That's because preservation, recycling, innovation and safety are all gaining greater visibility in the national transportation dialogue, and FP² has contributed to that momentum through advocacy, education, partnership and persistence.

Thank you for your continued support of FP² and the mission we share. The work ahead remains important, and I look forward to sharing more in next issue's message. If we continue to lead with sound engineering, practical innovation, and a commitment to safer and more resilient infrastructure, pavement preservation will remain exactly what it should be: one of the smartest investments our industry can make.



Register Now for ARRA Recycling Summit, the Pavement Recycling Event of the Year

The 2026 Pavement Recycling Summit, hosted by the Asphalt Recycling & Reclaiming Association (ARRA), will take place Oct. 19–22 in Las Vegas at the Palace Station Hotel & Casino.

Set against the energy and excitement of one of the world's most dynamic destinations, this year's summit will bring together pavement professionals from across the globe to explore innovative, sustainable solutions for today's infrastructure challenges.

From agencies and contractors to engineers and suppliers, attendees will come together for an engaging exchange of ideas, practical knowledge, and forward-thinking strategies that are helping shape the future of asphalt recycling and reclamation.

INNOVATION MEETS APPLICATION

The summit's Exhibit Hall will showcase the latest products, technologies and services advancing pavement recycling and reclamation. Open throughout the core days of the event, the exhibit floor offers attendees a hands-on opportunity to explore solutions that improve efficiency, extend pavement life, and reduce environmental impact. Whether evaluating treatment options or improving field operations, attendees can connect directly with exhibitors and discover tools that help deliver stronger, longer-lasting results.

NETWORKING: CONNECTIONS PAY OFF

Collaboration is at the heart of the 2026 Pavement Recycling Summit, with multiple opportunities to connect with peers, industry leaders and exhibitors. The event begins with an exhibitor welcome reception on Monday evening and continues with a cocktail reception on Wednesday, offering relaxed settings to exchange ideas, share experiences, and strengthen professional relationships.

These conversations continue naturally throughout the week. Complementary



breakfasts and lunches, refreshment breaks, and time in the Exhibit Hall create opportunities to reconnect with colleagues, meet new contacts, and discuss the latest industry trends/innovations.

Whether you're a first-time attendee or a longtime industry veteran, these interactions help build relationships that extend well beyond the summit, creating valuable partnerships and a stronger professional network.

KNOWLEDGE YOU CAN COUNT ON

The 2026 Pavement Recycling Summit is designed to deliver actionable insights through a combination of general sessions, committee meetings, and interactive discussions. Over the course of three days, attendees will explore real-world applications, emerging trends, and proven strategies that improve pavement performance and maximize resources.

General sessions begin Tuesday morning with a welcome from ARRA leadership and continue through Wednesday afternoon, providing a deep dive into the techniques and technologies driving the industry forward. The agenda also includes dedicated committee meetings – covering topics such as **Cold Planing (CP)**, **Cold In-Place Recycling (CIR)**, **Hot In-Place Recycling (HIR)**, and **Full Depth Reclamation (FDR)** – giving participants the opportunity to engage directly with subject-matter experts and contribute to industry advancement.

A highlight of the program is the Agency Roundtable, where public agency representatives discuss challenges, share lessons learned, and collaborate on approaches to improve pavement management practices.

CELEBRATE 50 YEARS OF ARRA

This year's summit also includes a special milestone event: *ARRA's 50th Anniversary Celebration*. Held Thursday morning alongside breakfast and recognition awards, this event will recognize the association's history, its members, and the progress made in advancing sustainable pavement solutions. It's a moment to celebrate accomplishments while looking ahead to the future of the industry.

JOIN US IN LAS VEGAS

The Pavement Recycling Summit is designed for professionals across every segment of the industry. Attendees will:

- Learn from industry experts and agency leaders
- Explore innovative recycling methods and real-world applications
- Discover new technologies and solutions in the exhibit hall
- Participate in collaborative discussions and networking opportunities, and
- Build relationships that support long-term success.

Whether you are managing large-scale infrastructure programs or exploring new treatment methods, the summit provides the knowledge and resources to help you move forward with confidence.

With its blend of technical education, industry collaboration, and high-impact networking, the Pavement Recycling Summit is your opportunity to stay at the forefront of pavement recycling innovation.

Join ARRA this October in Las Vegas and see why advancing sustainable infrastructure is a sure bet for tomorrow's roads. To see how use the QR code at lower left of opposite page. 

2026 PAVEMENT RECYCLING SUMMIT AGENDA

SUBJECT TO CHANGE *

OCTOBER 19	AFTERNOON	ARRA Board of Directors Meeting	1:00 PM – 5:00 PM	Salon CD
		Exhibitor's Set Up	3:00 PM – 5:00 PM	Foyer
		Registration & Information Open	3:00 PM – 7:00 PM	Registration Desk
		Exhibitor's Welcome Reception	6:00 PM – 8:00 PM	Foyer
OCTOBER 20	MORNING	Continental Breakfast	7:00 AM – 8:30 AM	Salon FG
		Registration & Information Open	7:00 AM – 3:30 PM	Foyer
		Committee Meeting: Cold Planing	7:30 AM – 8:30 AM	Salon E
		Committee Meeting: Marketing & Membership	8:45 AM – 9:45 AM	Salon E
		Refreshment Break	9:45 AM – 12:00 PM	Foyer
		General Session	10:00 AM – 12:05 PM	Salon AB
	AFTERNOON	Lunch	12:15 PM – 1:15 PM	Salon FG
		General Session – Continued	1:30 PM – 3:25 PM	Salon AB
		Break	3:25 PM – 3:45 PM	Foyer
		Committee Meeting: Cold In-Place Recycling	3:30 PM – 4:30 PM	Salon E
OCTOBER 21	MORNING	Registration & Information Open	7:00 AM – 2:00 PM	Registration Desk
		Exhibits Open	7:00 AM – 1:15 PM	Foyer
		Continental Breakfast	7:00 AM – 8:30 AM	Salon FG
		Committee Meeting: Hot In-Place Recycling	7:30 AM – 8:30 AM	Salon E
		Committee Meeting: Full Depth Reclamation & Soil Stabilization	8:45 AM – 9:45 AM	Salon E
		General Session	10:00 AM – 12:30 PM	Salon AB
		Refreshment Break	11:20 AM – 11:40 AM	Foyer
	AFTERNOON	Lunch	12:30 PM – 1:30 PM	Salon FG
		Agency Roundtable & Lunch	12:30 PM – 2:15 PM	Salon E
		ARRA: Business Meeting	1:30 PM – 2:15 PM	Salon AB
		General Session – Continued	2:45 PM – 4:30 PM	Salon AB
		Cocktail Reception	5:00 PM – 6:30 PM	Palace Station Pool Area
OCTOBER 22	MORNING	Breakfast & 50th Celebration	9:00 AM – 11:30 AM	Salon AB
		Recognition Awards		
		Closing Refreshments	11:30 AM – 11:45 AM	Foyer



VISIT [ARRA.ORG](https://arra.org) OR SCAN THE QR CODE TO REGISTER & LEARN MORE!

As Federal Reauthorization Deadline Nears, FP² Brings Delegates to Capitol Hill

BY TRACY TAYLOR

As you read this issue of *Pavement Preservation Journal*, FP² will have just concluded its third round of visits to Capitol Hill this year, educating policy makers about the importance of pavement preservation and the need for its inclusion in the next multi-year surface transportation highway reauthorization bill now before Congress.

This year, FP² members made Capitol Hill visits in conjunction with the annual Transportation Research Board (TRB) conference in January, in May in conjunction with the Transportation Construction Coalition, and then again in mid-September as members of Congress were preparing to return to their districts and campaign for the last 30 days leading up to the mid-term elections in November.

KEEPING PRESERVATION UPFRONT

The election will bring additional changes which, with the close majorities in the House and Senate, may even result in a change in Congressional leadership and composition changes on committees of jurisdiction. With these constant changes among principals, and even more, with their staff, it is critically important that engagement is ongoing for the industry.



Consulting with Rep. Jim Jordan (R-Ohio, right) are FP² president Dave Henderson and Wesley Geiger, AMI



BOOSTING 'BUILD AMERICA 250'

In May, as the House Transportation and Infrastructure Committee was marking up the multi-year highway reauthorization bill, dubbed the *Building Unrivaled Infrastructure and Long-term Development of America 250th Act*, or the *BUILD America 250 Act*, FP² led a delegation to Capitol Hill on behalf of pavement preservation.

FP²'s delegation of nine included four representatives from AEMA's *Leadership Education for Asphalt Preservation* (LEAP) program, including **Wesley Geiger**, AMI; **Brenna Collins**, Arkema; **Thomas Henderson**, Ergon; and **Aidan Ketterer**, Russell Standard. They joined FP² president **Dave Henderson**, Asphalt Materials, FP² vice president **Bobby Betsold**, ASMG, **Mike Symborski**, Strawser, **Donna Kwapis**, Nouryon and **Jeff Wertkin**, Asphalt Systems.

Our group met with 24 Congressional offices representing nine states including: **Sen. Mike Lee** (R-Utah), **Sen. Dave McCormick** (R-Penn.), **Sen. Jon Husted** (R-Ohio), **Sen. John Fetterman** (D-Penn.), **Sen. Jack Reed** (D-R.I.), and **Sen. Jeanne Shaheen** (D-N.H.).

Also visited were **Rep. Kevin Hern** (R-Okla.), **Rep. Darin LaHood** (R-Ill.), **Rep. Troy Nehls** (R-Tex.), **Rep. Dave Taylor** (R-Ohio), **Rep. Burgess Owens** (R-Utah), **Rep. Mike Kelly** (R-Penn.), **Rep. Jim Jordan** (R-Ohio), **Rep. Jim McGovern** (D-Mass.), **Rep. Craig Goldman** (R-Tex.), **Rep. Tom Tiffany** (R-Wis.),

Rep. Chris Pappas (D-N.H.), **Rep. Mary Miller** (R-Ill.), **Rep. Derrick Van Orden** (R-Wis.), **Rep. Maggie Goodlander** (D-N.H.), **Rep. Greg Stanton** (D-Ariz.), **Rep. Sharice Davids** (D-Kan.), and **Rep. Seth Magaziner** (D-R.I.).

We also had the opportunity to meet with the House Transportation & Infrastructure Committee staff to get an update on the status of the multi-year reauthorization.

'ASKS' FOR PRESERVATION

FP² delegates – In addition to educating about Congress about pavement preservation and recycling – urged members to:

- **Pass a long-term** surface transportation reauthorization bill this year, rather than passing a series of short-term continuing resolutions which would create funding uncertainty for agencies
- **Support a sustainable** solution to Highway Trust Fund depletion, such as the proposal to substitute annual registration fees for the gas tax
- **Support for local technology** assistance programs (LTAPs)
- **Increased emphasis on** pavement preservation and recycling and an increased federal share for these programs in rural areas
- **Inclusion for road construction**, preservation and maintenance in the Carbon Reduction Program should it be continued
- **Maintain Buy America** exclusions, and
- **Increased work zone** safety provisions for workers.

Additionally, we discussed the need for funding for a 2027 appropriations project, should appropriations projects move forward, to support LTAP work in specific local communities which have agreed to try a pavement preservation or recycling project that is new to them.

OUTREACH OUTSIDE BELTWAY

Outreach to Congress is not limited to Washington, D.C. Visits from elected officials to projects and offices in their state

or district, dovetail nicely with education at the Capitol, providing a birds' eye view of the process.

Seeing a site or project in person, and being able to ask questions, provides the type of understanding that is hard to replicate in Congressional offices. Nothing really compares with showing an elected official the beauty, cost effectiveness and longevity of pavement preservation work. Fortunately for the industry, pavement preservation sells itself!

The processes elected representatives and their staff experience, and discussions they have with you and your workers at a job or plant site, provide a lasting memory. It has the additional benefit of deepening your and your employees' relationships with their elected officials.

FP² vice president **Bobby Betsold** saw this firsthand when **All States Materials Group** hosted **Rep. Chris Pappas** (D-N.H.) for a tour of ASMG's Winchester, N.H. hot mix asphalt plant and quarry. In addition to providing Pappas a first-hand, behind-the-scenes look at the full process of producing and testing high-quality paving materials.

ASMG leaders engaged with Pappas in a discussion about some of the most important topics in our industry. As a member of the House Committee on Transportation & Infrastructure that recently advanced the BUILD America 250 Act, Pappas brought great insight,

knowledge and questions about critical items, including long-term sustainable highway funding, local community needs and economic impact, material advancements and performance, work zone safety and workforce development.

This visit followed numerous prior meetings with Pappas' staff locally in New Hampshire and in Washington, D.C. as part of previous industry fly-in events. Rep. Pappas – in addition to representing New Hampshire's first Congressional district – is running in November for the Senate seat being vacated by retiring Sen. Jeanne Shaheen (D-N.H.).

ABOUT THE 'BUILD 250 ACT'

The surface transportation funding reauthorization bill, *Building Unrivaled Infrastructure and Long-term Development for America's 250th Act*, or the *BUILD America 250 Act*, H.R. 8870, provides robust funding for traditional transportation programs. It authorizes \$580 billion in spending over five years, of which \$474.4 billion is provided by the bill in the form of "contract authority" which is guaranteed funding from the highway trust fund not requiring appropriated funds.

In macro terms, the bill increases the levels of funding distributed to the states and disseminated through formula funds to over 90 percent of the overall funding. The bill also streamlines permitting and

National Environmental Protection Act (NEPA) processes to decrease the amount of time projects take to get underway.

Importantly, it creates an exclusion for "smaller" projects – projects receiving federal assistance up to \$12 million, and projects with a cost of \$70 million or less would not have to conduct a NEPA review.

The bill adds a registration fee for electric vehicles and plug-in hybrids, with the intention of using those funds to add to the Highway Trust Fund. It's estimated this would raise \$10 billion over five years and \$29 billion over 10 years.

The bill also explores vehicle miles traveled (VMTs) and other funding mechanisms to address the sustainability of the Highway Trust Fund. With its robust funding and emphasis on road and bridge construction and maintaining a "state of good repair," the bill has a lot to offer. Importantly, the predictability of a steady five-year funding source for roads is important to all stakeholders.

Contact Rick Church for more information at (630) 230-1397, rickc@cmservices.com, and visit fp2.org/advocacy-for-preservation/ for more information on hosting a legislator in your own district. 

Taylor is principal at Alignment Government Strategies, Washington, D.C., and is FP² Inc.'s legislative counsel



ASMG's Bruce Davis (right) discusses asphalt mix types in lab with Rep. Pappas and staffer during their recent visit



ASMG's Todd Jarvis, Chris Marden, Bobby Betsold, Bruce Davis, Alan Chicoine and Jonathan Olson flank Rep. Chris Pappas (fourth from right) during plant tour

Euro Workshop Highlights Growth of Asphalt Emulsions in Preservation

BY HAMIDREZA SAHEBZAMANI, Ph.D.

The International Bitumen Emulsion Federation (IBEF) brought together pavement specialists from around the world for its *Workshop on Bitumen Emulsion Technology*, held June 10 in Vienna.

With approximately 80 participants and 12 international speakers, the event provided a valuable forum for sharing technical knowledge, practical experience and emerging developments in emulsion-based pavement construction and preservation.

The workshop attracted representatives from road authorities, contractors, material suppliers, research institutions and industry associations. This diversity created an engaging environment in which laboratory research, product development and field implementation could be considered together.

The discussions repeatedly demonstrated that bitumen or asphalt emulsion

technologies are no longer viewed only as conventional maintenance treatments; they are increasingly recognized as important tools for reducing energy use, conserving natural resources, extending pavement life and supporting lower-carbon road construction.

INTERNATIONAL TECH FOCUS

The technical program was divided into two sessions and included presentations from Europe, Australia, Asia, North America and Latin America. The opening presentations examined the contribution of bitumen emulsions to more sustainable infrastructure and considered the environmental performance of emulsion-based paving techniques. These discussions highlighted the benefits of **reduced production temperatures, lower energy demand, decreased emissions** and the **ability to reuse existing pavement materials**.

Bio-based technologies and green chemistry were also prominent topics. Presentations explored the development of **bio-based cationic surfactants**, their practical jobsite performance and the use of biogenic binders in cold recycling applications.

Australian experience was presented on the use of **bio-binders for recycling** existing pavement materials through cold techniques, demonstrating how emulsion technology can support both pavement rehabilitation and carbon reduction objectives.

Recycling and the increased use of reclaimed asphalt pavement were major themes throughout the workshop. Case studies covered **micro-surfacing mixtures containing 100 percent reclaimed asphalt pavement, high-RAP cold and half-warm mixes**, and the use of **emulsified rejuvenators**.



Presenting at the June bitumen or asphalt emulsion workshop are Xavier Guyot (Colas), Hamidreza Sahebzamani (SAMI Bitumen Technologies), and Nuria Uguet (ATEB/Eurovia Espana)

and diffusion-enhancing formulations. Speakers discussed the mechanical build-up of these materials, performance-based mixture design and the importance of understanding how emulsion formulations interact with aged binder in reclaimed materials.

PAVEMENT DURABILITY

The second session broadened the discussion to **pavement durability and construction practice.** Topics included **tack coat strategies** for achieving durable interlayer bonding, **semi-cold asphalt mixtures** manufactured in conventional asphalt plants, and the **long-term performance** of emulsion-based wearing-course materials.

A five-year field evaluation of cold recycling in a cold climate compared emulsion-based cold central plant recycling, cold in-place recycling and full-depth reclamation with foamed-bitumen alternatives. This presentation generated valuable discussion regarding curing, early-life behavior, structural performance and the selection of appropriate recycling technologies for local conditions.

Beyond the formal presentations, the workshop created an excellent opportunity for networking and open technical exchange. Participants shared experiences from different climates, specifications and road networks, while identifying common challenges related to performance assessment, durability, construction control and wider market acceptance.

The Vienna workshop also provided an opportunity to celebrate **IBEF's 30th anniversary** and reflect on the organization's

contribution to the global bitumen emulsion industry. The positive atmosphere, strong participation and quality of discussion made the event both technically valuable and memorable.

The workshop confirmed that emulsion technologies will continue to play a central role in pavement preservation, recycling and the transition toward more resource-efficient and lower-carbon road infrastructure. 



Session 1 and 2 presentations from the workshop are available for download using the adjacent QR code



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Bergkamp Hosts Preservation Stakeholders for TREAT 'Day of Training' Using Robots

BY AMY WOLFF

As municipalities, cities, and states search for ways to build longer-lasting roads with tighter maintenance budgets and shorter turnaround times, the industry's ability to properly determine and construct pavement preservation treatments has never been more important.

These needs were the driving force behind the second annual *Teaching and Researching Emulsified Asphalt and Treatments (TREAT) Day of Training* program hosted by Bergkamp Inc. at its Salina, Kan., headquarters, July 28-30.

Roughly 50 engineers, members of academia, road consultants, designers, and decision-makers from city, state, and county levels attended the three-day TREAT session in Salina.

INDUSTRY/ACADEMIA PARTNERSHIP

Developed and led by **Dr. Andrew Braham**, Ph.D., P.E., professor of Civil Engineering at the University of Arkansas, the TREAT program represents a unique partnership between academia and industry. The event combined research, engineering fundamentals and hands-on field

demonstrations to give participants a comprehensive understanding of asphalt emulsions and pavement preservation treatments.

The initial idea for a TREAT-type education program came to Braham more than 20 years ago while he was at an International Slurry Surfacing Association (ISSA) event. He noticed how laser-focused attendees were when watching demonstrations. This inspired his desire to bring demonstrations to industry professionals as part of a multifaceted training format.

"Reading about pavement preservation is valuable and hearing an expert speak about its impact is important, but actually seeing the equipment in use and watching an asphalt emulsion being produced and applied to a road creates an invaluable understanding of not only the process, but of the significance of the science and value to stakeholders," Braham said.

"When engineers, contractors and agency personnel understand why these materials behave the way they do and the benefit to roads and infrastructure, they are better equipped to make decisions that improve pavement performance and extend its service life," Braham added.

CLASSROOMS AND LIVE DEMOS

Rather than limiting instruction to lecture-based presentations, attendees at the July TREAT event observed live demonstrations of asphalt emulsion production, testing, spraying, and mixing utilizing robotic spray distributors.

The spray system is intended to mimic a chip seal application, while the mix system is intended to mimic a slurry seal or micro surfacing application. The demonstrations highlighted the complete pavement preservation process, from manufacturing emulsions to applying preservation treatments in the field.

They also participated in hands-on mixing demos to better understand the breaking of asphalt emulsion. This end-to-end examination helped participants better understand the relationship between material properties, equipment performance and finished pavement quality.

Initially launched in 2024 with one TREAT training session, the program has grown to include four sets of training in 2026, including one in Minneapolis; one in Edmund, Okla.; one in Tyler, Tex.; one in Fayetteville, Ark. (see *TREAT Robots, Trailers Introduce Students to Chip, Slurry Treatments*, Spring 2026, pp 24-25); and this most recent event in Salina.

This is the second consecutive year that Bergkamp has hosted a TREAT training session. One distinct benefit of facilitating the training two years in a row is that it allowed participants to look at last year's road treatment sample and see how it is wearing.

"Most pavement preservation treatments look really good on the first day or even for the first few weeks, but the real question is what will they look like once age and weather have their way," said **Scott Bergkamp**, president of Bergkamp. "With the TREAT program, participants have the unique opportunity to see how the road treatment wears in the real world and how it looks after 365 days.

"Here we can compare a section of road that hasn't been treated directly next to



At outdoors demo, emulsion is placed by TREAT education robot

newly treated pavement that is directly next to asphalt that was treated at the TREAT event last year. Seeing is believing when it comes to pavement preservation,” Bergkamp added.

One of the highlights of the Salina event was the use of the University of Arkansas’ robotic spray and mix systems, manufactured by Bergkamp. This provided researchers with repeatable testing capabilities while illustrating concepts that are often difficult to visualize in a traditional classroom environment. These demonstrations reinforced the importance of consistency in application rates, aggregate distribution, and emulsion behavior during construction.

INSIDE THE FACTORY

Hosting the event at Bergkamp’s manufacturing facility added another educational dimension to the mix. Attendees toured the company’s production operations, which were originally established in 1977. This provided insight into the engineering and manufacturing processes behind micro surfacing pavers, pothole patching equipment, laboratory systems and other specialized pavement preservation and recycling equipment.

The facility tour also helped participants connect equipment design with field performance, illustrating how innovations in application technology are beneficial to treatment quality, safety, and productivity.

“Hosting this TREAT session aligns perfectly with Bergkamp’s mission,” said Bergkamp. “We build equipment, but we are equally committed to building knowledge. The more the industry understands the value of pavement preservation and emulsified asphalt technologies, the more successful every preservation project will be both now and in the future.

“For us, it is not just about filling potholes and surfacing roads,” he added. “Our treatments are designed to keep good roads good, which is important for contractors, agencies, and ultimately all the people on the roads every day.”

For many agency personnel and consultants, the opportunity to see pavement preservation techniques firsthand provided a valuable perspective on advancing preservation technology,

equipment capabilities, and operational considerations.

INDUSTRY COLLABORATION

For most participants, the greatest value of the TREAT program was its collaborative approach. By bringing together researchers, equipment manufacturers, contractors, and public agencies, the event created an environment where scientific research supports construction practices and in which field experience helps guide future research initiatives.

By combining university-led research with real-world manufacturing and construction demonstrations, the TREAT program offers a model for continuing education that extends well beyond traditional conference presentations.

“We believe education is one of the best investments we can make in our industry,” said Bergkamp. “Partnering with Dr. Braham gives us an opportunity to connect academic research with practical application. Watching participants move from the classroom to our manufacturing facility and then onto live demonstrations creates a learning experience that would be difficult to replicate anywhere else.”

As pavement preservation continues to evolve, educational initiatives like TREAT help ensure that agencies, road designers, and contractors have the technical foundation needed to invest in longer-lasting, fiscally sound and more sustainable pavement through the use of emulsified asphalt treatments.

“Knowledge is power; often we wait until our roads are quite literally falling apart to do anything and at that point it is too late,” Braham said. “In the TREAT training we encourage decision-makers to embrace pavement preservation as an opportunity to build safer roads for lower costs and minimal downtime.”

Braham hopes that TREAT participants are inspired to be proactive versus reactive in how they take care of the roads, and that they continue to search for information and resources, which is now more accessible than ever before. 

Phoenix-based Amy Wolff is a freelance writer in the construction industry

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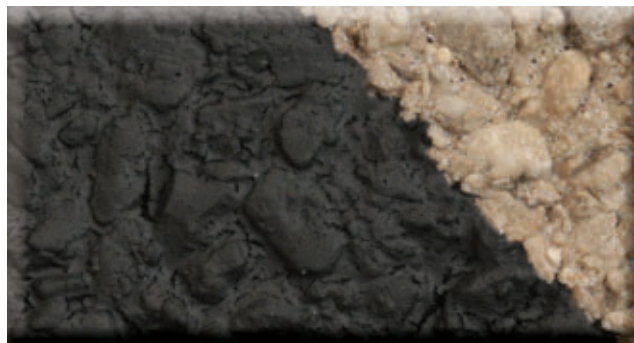
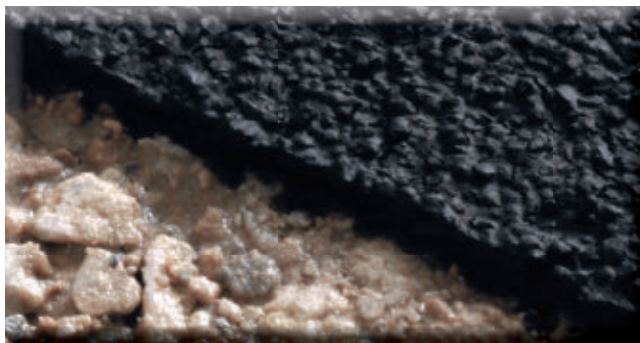
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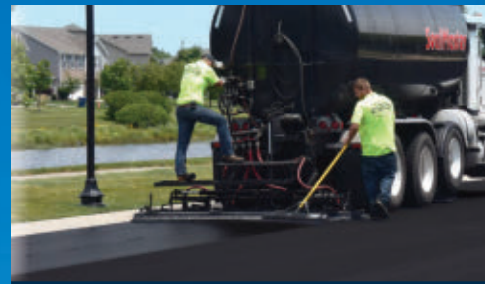
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Education + Materials = Extended Pavement Life

BY RACHEL JACKSON

Pavements don't decline from well-maintained to failing in performance overnight. Instead they deteriorate gradually through small cracks, small deformations, moisture intrusion and surface aging that can go unnoticed until the damage is unmistakable.

Across the industry, this pattern raises a larger question: why wait to preserve pavements until deterioration is visible, costly and disruptive?

Asphalt Materials, Inc. (AMI) understands that preservation succeeds when road maintenance goes beyond individual projects and toward the long-term health of the entire network. That perspective is increasingly shared by leaders in pavement research and education, including

Dr. Andrew Braham, Ph.D., P.E., professor of Civil Engineering at the University of Arkansas.

Pavement preservation isn't just applying a treatment," Braham said. "It's a concept. It's looking at the health of the entire pavement network and managing treatments to keep all roads in good or very good condition."

In a recent conversation with AMI, Braham expanded on how this type of system level thinking is often missing in day to day pavement decision making and why education plays such a critical role in bridging that gap.

PRESERVATION AS STEWARDSHIP

Braham frames pavement preservation as a proactive commitment to care for infrastructure while it's still performing well.

He gives a simple analogy of water damage appearing on a ceiling; no one waits until the roof collapses to act. "So why do we wait until we can see the sky before fixing our roads?" he asks.

He advocates looking holistically at an entire road network and creating a long-term strategy to preserve those pavements, rather than only looking at one road at a time with a short-term project-by-project view. This is largely driven by his research, which consistently shows that less intensive preservation treatments earlier in a road's life cost less over time than major rehabilitation near the end of a road's life.

This "life-cycle thinking" – evaluating pavements not by initial cost or appearance, but by how long they perform and



Dr. Andrew Braham lectures students on pavement preservation in civil engineering classes at University of Arkansas-Fayetteville

what it takes to keep them performing – is central to Braham's teaching. This approach conserves public funds, reduces disruptions and minimizes environmental and social impacts across the network.

DURABILITY NOT AN ACCIDENT

Material choice plays a central role in whether preservation strategies succeed. Braham emphasizes that durability is not accidental; it's engineered through thoughtful material selection and placement.

Materials influence roughness, durability and maintenance needs, all conditions that directly affect vehicle fuel consumption, emissions and user experience. So, while they need to be thoughtfully considered, they are only one piece of the puzzle.

Braham points to concepts like perpetual pavements, where specific asphalt mixtures are intentionally designed for certain layers: fatigue-resistant materials at the bottom and highly durable surfaces at the top.

These designs are only possible when agency departments come together to build



Tim Zahn, Asphalt Materials specialty products area manager, presents at the Spring 2026 Asphalt Pavement Association of Indiana conference

this type of long-lasting pavement. There needs to be a shared understanding that the opportunity to build long-lasting roads exists, a coming together of departments to design and build those types of roads, and finally, the recognition to take care of the surface of the road in order to protect the high-value structure.

EDUCATION ESSENTIAL

If materials are the tools of preservation, education determines how they are used and whether they are used effectively. Braham has seen a gap in pavement preservation education at all levels and is on a mission to make knowledge about asphalt, and the preservation of it more accessible.

"In a four year civil engineering program, asphalt gets minimal attention despite it being a part of our everyday experience," he explains. "It's a niche area, compared to concrete and steel; contact time is limited in the classroom."

Engineers and industry professionals need greater exposure to asphalt materials and construction practices to build longer-lasting roads. To support this, Braham has partnered with industry leaders to develop trainings for Asphalt Emulsion Manufacturers Association (AEMA) and Asphalt Institute Foundation and other industry organizations.

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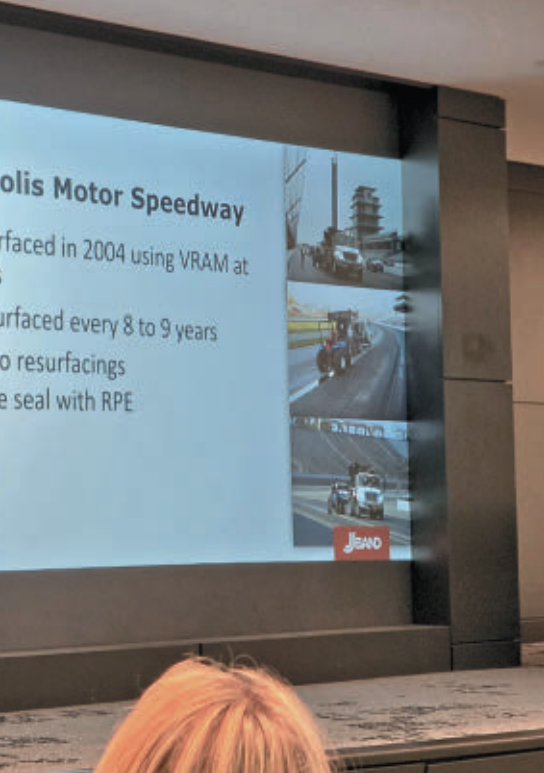
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CURT HIGGINBOTHAM

He also contributes to a YouTube "Pavinar" webinar series through the University of Arkansas and guides his students and professionals to **RoadResource.org** to learn about pavement treatments, play with life-cycle and remaining service life cost calculators, and see how others are achieving a preservation-first approach.

Launching this fall is an even more robust opportunity for professionals who could benefit from a deeper dive into pavement design and maintenance – **an online Master of Science in Pavement Technology degree through the University of Arkansas.**

The program is designed for engineers, chemists, managers and others who work in pavements, but may not have formal pavement education. "This online program will be helpful for individuals who want to have a more holistic understanding of road design and preservation," Braham said. "We've seen an interest from many people who work for private companies and for DOTs, but also people who are in adjacent roles."

Through education, individuals will gain more than just tactical knowledge and strategic insights, they'll be better prepared for conversations that bridge departments and grow adoption of practical ways to build stronger, longer lasting and less expensive roads.

When it comes to preservation, the most important shift is not just technical, but conceptual. Effective preservation works when decisions are made early and guided by lifecycle performance, and earning support from engineers, agencies and industry partners alike.

Researchers like Dr. Braham help advance that understanding by equipping students and professionals with the educational foundation that encourages better conversations and better outcomes on real roadways. Rather than any single

technology or treatment, Braham's optimism comes from the people engaged in advancing preservation, like students discovering lifecycle thinking for the first time and professionals gathering at workshops and committees to challenge the status quo.

"We're all fighting the same fight," Braham says. "Just in different ways." 

Rachel Jackson manages education and promotion of innovative materials, including J-Band®, for Asphalt Materials Inc. and Heritage Construction + Materials



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SEPPP Meets in Storm-Ravaged Asheville

BY GARRETT LEE, P.E.

In September 2024, Hurricane Helene brought torrential rain and catastrophic flooding to mountainous western North Carolina. The record-shattering event claimed hundreds of lives and left billions of dollars in damage in its wake.

Asheville, N.C. the largest city in the region, was particularly devastated. Despite this incredible tragedy, western North Carolina rallied together, with the help of many folks throughout the southeastern United States. By April 2026, the recovery effort remained in full force.

When it came time for North Carolina DOT to host the **Southeast Pavement Preservation Partnership (SEPPP)** annual meeting for the first time in almost two decades, the ongoing Hurricane Helene recovery effort made Asheville, N.C. a poignant choice for host city for the 2026 meeting.

The theme chosen was *Preservation, Risk, and Resiliency*. NCDOT director of highway operations **Emily McGraw** provided the welcome address, where she touched on the recovery efforts and the importance of pavement preservation in North Carolina.

Across the three day conference, April 7-9, attendees heard presentations from pavement preservation industry partners, experts in academia and government leaders. Presentation topics included preservation treatments for pavement friction and texture benefits, pavement management programs, and five state DOTs provided updates on their pavement preservation



At SEPPP meet, Crafco representative demonstrates crack sealing best practice

activities. Those at the conference also witnessed pavement preservation treatment demonstrations and listened to an expert roundtable regarding the intersection of *Pavement Preservation, Risk, and Resiliency*.

The pavement preservation treatment demonstrations were especially a highlight for those in attendance. Hosted at the nearby NCDOT Buncombe County maintenance yard, our industry partners demonstrated **scrub seal, crack seal and asphalt rejuvenation**, and provided a guided tour of a **micro surfacing machine**.

At the meeting outdoor demo, a scrub seal was performed by **Emery Sealco**,

with asphalt emulsion provided by **Ergon Asphalt & Emulsions**. Representatives from **Crafco Inc.** demonstrated crack seal best practice. **Pavement Technology, Inc.** applied two of their asphalt rejuvenation products, and **Slurry Pavers Inc.** gave attendees a walk-through of their micro surfacing paver.

At the SEPPP business meeting on the second day of the conference, **Ryan Kellett** of Georgia officially became chair of the SEPPP board; **Jim Poorbaugh** of Mississippi became vice-chair; and **Angel Gonzalez** of Oklahoma became secretary/treasurer. West Virginia's **Vince Allison** became the immediate past chair.

We want to thank all of those who attended the 2026 SEPPP annual meeting, especially the industry partners, NCPP representatives, NCDOT Division 13, and the SEPPP board of directors. We look forward to seeing our members and the other pavement preservation partnerships when we all meet in Grand Rapids at the National Pavement Preservation Conference in 2027. 



Rejuvenating asphalt emulsion (pink) is placed by FP² supporter Pavement Technology Inc. at outdoor SEPPP demo

Garrett Lee, P.E., is pavement preservation engineer, North Carolina DOT

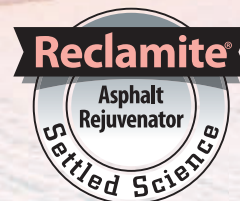
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NEPPP Lauds 'Preservation for Everyone'

BY ERIC THIBODEAU

Preservation for Everyone was the theme of the Northeast Pavement Preservation Partnership (NEPPP) annual meeting held May 5-7, hosted by the Massachusetts Department of Transportation (MassDOT) in Springfield, Mass.

Before the official start of the meeting, the NEPPP held an agency-only session which covered topics like **hot in-place recycling** (HIR), **chip seals**, and **data collection**. The agency-only session has been a staple for the NEPPP, with each state bringing topics to the table for discussion, and has become a very beneficial tool for knowledge sharing.

HONORING JIM MOULTHROP

The meeting officially started in the afternoon with a moment of silence to honor FP²'s long-time executive director **Jim Moulthrop, P.E.**, who died in late 2025 (see *Remembering Jim Moulthrop*, Winter 2025, pp 10-15). Jim's contributions to pavement preservation were widely felt and he will be greatly missed.

MassDOT deputy administrator and chief of construction engineering **Brian Kelleher** welcomed the delegates, where he touched on the role of pavement preservation at MassDOT and its municipal pavement program.

FP² provided its annual update and awarded its *2025 James B. Sorenson Award*

for Excellence in Pavement Preservation to the MassDOT. Congratulations to the MassDOT for the "mix of fixes" that it's integrated into its program over the past 20 years (see *Preservation-First Strategy Makes MassDOT Winner of Sorenson Award*, Summer 2026, pp 12-15).

TECH PRESENTATIONS

The second day included technical presentations on optimizing the performance of **mastic repairs**, Maryland DOT's use of engineered **crumb rubber and fibers** in hot mix and its use of **interlayers** and **micro surfacing**, and Pennsylvania DOT's **extensive seal coating** program.

The afternoon session included a field trip and tour of the **All States Materials Group** (ASMG) facility in Deerfield, Mass. This impressive facility includes a stone quarry, asphalt terminal and lab, and two hot mix plants.

The tour started out with a **blast in its quarry** followed by technical stops at the **asphalt terminal** highlighting different binder grades and modifiers, the **HMA plant** highlighting different mixes and stone gradations, and an **equipment display** featuring a chip spreader, spray paver, portable pugmill, distributor truck, skid tester, and data collection vehicle. Attendees found this tour very educational and informative.



At ASMG facility, delegates examine cores of different asphalt mixes

The third day included technical presentations from **Maine DOT and Highway Rehab on a HIR project** that was completed in 2020, Connecticut DOT highlighting its **pavement preservation** program and approach, and a breakout session on **cold in-place recycling**, use of **mastics**, and **how to message** the benefits of pavement preservation.

At the NEPPP business meeting, **Tim Kelley** of Maine officially became chair of the NEPPP board, **Geoff Hall** of Maryland became vice-chair, and **Ed Naras** of Massachusetts became secretary/treasurer. **Eric Thibodeau** of New Hampshire stepped down as chair and became immediate past chair. The NEPPP voted **Brandon Kipp** of Vermont and **Naras** to serve another three-year term and welcomed newcomer **Scott Kinmond** from the University of New Hampshire LTAP center to the board.

Thanks to all of those who attended the 2026 NEPPP annual meeting, industry partners, and the NEPPP board of directors for developing an engaging agenda. A special thanks to our Platinum Plus sponsors **indus** and **ASMG** for hosting the tour of their facility.

We look forward to seeing our members and the other pavement preservation partnerships when we all meet in Grand Rapids at the National Pavement Preservation Conference in August 2027. 

Thibodeau is chief of pavement management, New Hampshire DOT



On dreary day NEPPP attendees enjoy static equipment display at ASMG plant



Five Features of *RoadResource.org* Every Pavement Manager Should Know

BY LINDSAY MATUSH

RoadResource.org has become a trusted destination for pavement managers looking to make informed maintenance decisions, compare treatment options, and stretch limited budgets further. Whether you've been using *RoadResource.org* for years, or recently created your first account, here are five features that can help you get even more value from the platform.

I. The Expectations Tab: Know What Success Looks Like.

Every treatment within the Treatment Resource Center includes an **Expectations** tab, a resource designed to answer one of the most important questions before any project begins: How much life should I realistically expect this treatment to add to my road?

One of the most important things in pavement management is clear expectations about treatment longevity.



Performing a treatment on a road with a PCI of 60 versus a PCI of 80 is going to have different results.

Is your goal to utilize a treatment as a stop-gap measure to buy you time to treat the pavement correctly? Or is your goal to get maximum pavement life and optimize your life cycle cost? The Expectations tab allows you to see how each treatment is likely to perform, according to what pavement condition you apply it to.

Understanding these expectations helps agencies select the right treatment for the right pavement at the right time – one of the core principles of effective pavement preservation. You'll also find a series of pictures that show you how treatments look over time, not just immediately following application.

When decision-makers, inspectors, contractors, and elected officials share the same expectations, projects are more likely to be judged on realistic performance rather than unrealistic assumptions.

II. The Research Tab: Find the Evidence Behind the Recommendations.

RoadResource doesn't simply tell users which treatments work – it also provides

the research that supports those recommendations. And, it aims to help close the gap between research and practice.

Within each treatment page, the **Research** tab compiles technical reports, national studies, agency findings, and other industry resources related to that treatment, with summaries that allow you to see topline implications quickly. Instead of searching dozens of websites or publications, pavement managers can quickly access many of the references they need in one location.

III. The Emulsion Naming Tool: Making Sense of Industry Terminology.

If you've ever wondered what all the letters and numbers in an emulsion name mean, you're not alone.

We often hear questions like, "What's the difference between a CRS2P and a CHFRS2P?" The **Emulsion Naming Tool** is your place to get answers. It turns out every single letter and number represents engineered performance that suits a particular emulsion to specific application requirements.

Spend some time on RoadResource's Emulsion Naming Tool and learn what makes some emulsions appropriate for night or daytime application, what indicates they can be sprayed on or should be mixed in, and what sort of additional polymers or latex additives might be included to enhance performance.



IV. The Consulting Engineer Decision Tree: What Treatment for What Problem?

One of the most important, and often overwhelming places to start when you're creating a pavement management plan – for your clients or your agency – is knowing which treatment is right for which road. We built this tool for consulting engineers and those who aren't consulting engineers who are looking to learn quickly about a long list of preservation and recycling treatments, so they can provide their client agencies with the best possible advice. We have heard from a

number of agencies also – both those with years of experience and those newer to the field – that this tool is a helpful pocket reference.

The Consulting Engineer

Decision Tree helps leaders explore what type and severity of distress correlates with what treatment. Treatments are listed as "recommended, may be recommended, or not recommended."



It's a very useful at-a-glance tool to help you know where to start comparing treatments that are possible solutions for your specific road.

V. Communication Tools That Help Build Support.

Technical decisions are only part of successful pavement management. Agencies must also explain those decisions to elected officials, residents, and other stakeholders who may not have an engineering background.

RoadResource's **Communication Tools** were created to make those conversations easier.

These resources include ready-to-use graphics, educational materials, and communication assets like yard signs, door hangers, PowerPoints, press release templates, videos, etc., designed to explain pavement preservation concepts in clear, understandable language. Whether you're preparing for a council meeting, building a presentation, or educating the public about why a road is receiving preventive maintenance instead of reconstruction, these tools help communicate the "why" behind your decisions.



The next time you log in, look beyond the feature you came for. You may discover that one of RoadResource's most valuable tools has been there all along. 

Matush is CEO of Vario Consulting, manager of the essential RoadResource.org for the Pavement Preservation & Recycling Alliance (PPRA)

America at 250: Transportation Built Nation, Preservation Sustains Its Future

BY DR. BOUZID CHOUBANE, P.E.

As America commemorates its 250th anniversary, it's fitting to reflect on one of the nation's greatest and most enduring achievements, its transportation infrastructure.

For two and a half centuries, America's roads and bridges have done far more than connect places. They have connected people, enabled commerce, strengthened national defense, expanded opportunity, and helped shape the American way of life.

In many respects, the story of America's growth and prosperity is inseparable from the evolution of its transportation network.

DIRT PATHS TO START

At the time of the nation's founding in 1776, transportation was rudimentary. Most roads were little more than dirt paths formed by the passage of horse-drawn wagons and shaped by weather and terrain. There were no national standards, few engineering principles, and no coordinated transportation system. Travel was slow, difficult, and often dangerous, yet the only other option was river travel, and later canals. Yet these early land routes provided the foundation upon which one of the world's most extensive transportation networks would eventually be built.

A major milestone came with the authorization of the **National Road** in 1806. As America's first federally funded highway, it represented the nation's earliest commitment to transportation infrastructure as a public investment.

Constructed between 1811 and 1837, the National Road connected the eastern states with the expanding western frontier, at the time the Midwest, facilitating migration, commerce, communication and economic development while demonstrating the vital role transportation would play in unifying a growing nation.

EARLY MATERIALS ADVANCE

Throughout the 19th and early 20th centuries, transportation engineering evolved



rapidly. The adoption of Thomas Telford's and John Loudon McAdam's road-building methods introduced more scientific approaches to pavement construction, emphasizing proper drainage, improved foundations, and carefully graded stone layers.

These innovations, together with the emergence of asphalt and portland cement concrete pavements, transformed roads from rudimentary travel routes into engineered transportation facilities capable of supporting increasing traffic volumes and heavier loads.

This period also witnessed the rise of the *Good Roads Movement*, the establishment of state highway departments, and the passage of the Federal Aid Road Act of 1916. These developments helped standardize highway planning, design, construction, and maintenance while strengthening the partnership between federal and state governments. Collectively, they laid the technological, institutional, and financial foundation for the modern highway system.

PRESERVATION STEWARDSHIP

The most transformative chapter in America's transportation history began in

1956 when President Dwight D. Eisenhower signed the legislation authorizing the Interstate Highway System.

The Interstate system became the largest public works project in U.S. history, ultimately creating more than 48,000 miles of interconnected, limited access, high-speed highways that revolutionized mobility, commerce and national defense. Beyond its unprecedented scale, the Interstate era established modern standards for highway geometry, pavement design, safety features, drainage, and construction practices that continue to guide transportation engineering today.

As this remarkable transportation network matured, **the national challenge gradually shifted from expansion to stewardship**. Rather than building entirely new systems, transportation agencies increasingly focused on preserving, managing and optimizing the vast infrastructure inherited from previous generations.

Modern transportation management now relies on data-driven decision-making, asset management principles, advanced analytics, digital technologies, and performance-based investment strategies to maximize infrastructure performance and public value.

The magnitude of that responsibility is extraordinary. According to the U.S. DOT, America's transportation infrastructure is valued at approximately \$8.3 trillion and includes nearly 8.8 million lane-miles of roadway and more than 617,000 bridges.

Preservation has therefore become one of the most important components of modern transportation stewardship.

By extending service life, improving system reliability, delaying costly reconstruction, and maximizing the return on public investment, preservation enables transportation agencies to protect existing assets while meeting growing transportation demands.

More than a maintenance strategy, preservation is a long-term investment in America's mobility, economic vitality, and infrastructure resilience. It ensures that the transportation network built over the past 250 years continues to serve future generations.



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For more than two decades, the **National Center for Pavement Preservation (NCP)** has served as a national leader in advancing transportation preservation through partnerships, education, certification, applied research, technology transfer, and the development of best practices.

Working closely with FP², AASHTO, FHWA, state and local transportation agencies, industry partners and academia, NCP helps transportation professionals implement preservation strategies that extend asset life, improve pavement performance, and maximize the effectiveness of limited public resources.

Through regional preservation partnerships, professional training, certification programs, webinars, peer exchanges, technical assistance, and collaborative research initiatives, NCP continues to foster innovation and strengthen the practice of pavement preservation across North America for the next 250 years. 

Choubane is Director, National Center for Pavement Preservation at Michigan State University

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PG3: Alabama Micro on Scrub Seal

BY JOHN JENNINGS, MARK WAITS AND TODD SHIELDS

The National Partnership to Improve the Quality of Pavement Preservation Treatment Construction and Data Collection Practices multi-state pooled fund, commonly known as PG3, is now in its third year.

The pooled fund is guided by the lead state, Minnesota, and the technical team, which includes the National Center for Pavement Preservation (NCP) and the National Center for Asphalt Technology (NCAT).

The first in-person leadership meeting of 2026 was held on May 7 in conjunction with the Northeast Pavement Preservation Partnership (NEPPP) meeting in Springfield, Mass (see related article p 29). A virtual meeting was held on Aug. 19, and the fall Technical Advisory Panel (TAP) meeting will be held Oct 6-7 at the MnROAD facility. Each DOT's lead, along with the technical team make up the TAP. FHWA and FP² Inc. also are active participants.

SCRUB-CAPE SEAL

The first project constructed in the 2026 lineup was Alabama DOT's scrub-cape seal on S.R. 109. Cape seals are combination preservation treatments, consisting of a chip seal followed by a single or double application of micro surfacing. Alabama



opted for a scrub seal with a single application of micro surfacing. This treatment provides excellent crack sealing and mitigation, good ride quality and long life.

The two-lane road spans nearly ten miles, beginning at the Florida state line and ending at the intersection with U.S. 231. Traffic ranges between 2,000 and 5,000 ADT, with 10 percent heavy trucks. The road was last resurfaced in 2014. The predominant distresses were longitudinal and transverse cracking, with typical rutting of approximately 1/8 in., with isolated areas up to 0.24 in.

"Given the minor severity rutting as well as surface cracking," said John Jennings, Alabama DOT's PG3 lead, "the department felt that the most effective use of funding for S.R. 109 would be to perform a cape seal in the form of a micro surfacing and scrub seal *in lieu* of a full mill-and-fill for the mainline. Additionally, the shoulders received an application of high-density mineral bond and a small amount of leveling and patching tonnage was set up in the project to be used at the discretion of the engineer."

The NCP/NCAT technical team reviewed the DOT's specs in October 2025, and the project was let in December and was awarded to Wiregrass Construction, Dothan, Ala.

THEN, MICRO ON SCRUB SEAL

On April 21, 2026, the PG3 cape seal training was held at the Troy Area office. Mark Waits with NCP conducted the training. Attendee roles were diversified, consisting of ALDOT construction inspectors, material and design personnel, and the prime hot mix asphalt contractor's superintendent and operators. During the day's many interactive discussions, it

was discovered that this was the hot-mix asphalt contractor's first attempt to place a scrub seal and that a sub-contractor would be placing the micro surfacing.

The scrub seal application began on April 28. The HMA contractor had purchased a fairly new broom and was still in the process of familiarizing themselves with the set-up.

"I believe that the short period between the training and the actual application is a must and was one of the reasons the application was successful," Waits said. "It was very apparent that project personnel carried the training information to the jobsite. The terminology, set-up processes, corrections, and calibrations procedures presented during the training was actually in full display on the job site."

The micro surfacing placement was slightly delayed by weather. Construction for the micro surfacing began on May 26 and was nearing completion by the end of the first week in June. Construction seemed to move along smoothly and appeared to produce a very good final surface.

Other state projects to be constructed in 2026 include:

- **Alaska:** Chip seal on Glacier Highway in Juneau
- **Washington State:** Chip seal wheel path treatment on SR 14 near Pasco
- **New Mexico:** RAP chip seal on N.M. 219 in Guadalupe County
- **Michigan:** Enhanced friction micro on MI 52 near Adrian

The PG3 pooled fund includes 20 states. It allows support for agencies to try new preservation treatments while receiving technical assistance with specifications, training, and on-site construction best practices. More information on joining the pooled fund may be found on the Transportation Pooled Fund website: <https://www.pooledfund.org/Details/Study/754> 

John Jennings is affiliated with the Alabama DOT, and Waits and Shields with the National Center for Pavement Preservation

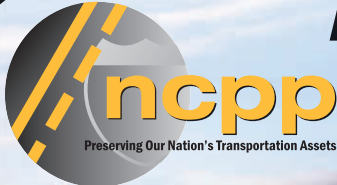


Micro Surface applied to the Scrub Seal on SR 109

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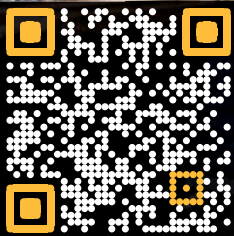


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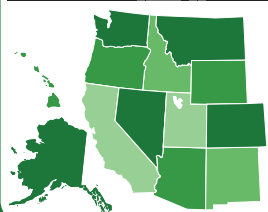
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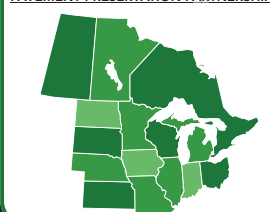
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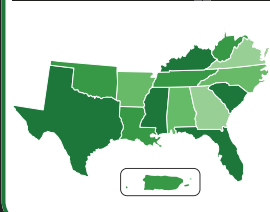
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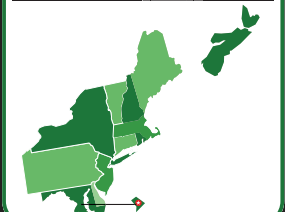
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Infrared Enhances RAP-Based Pothole Mixes

Editor's Note: This is the 36th of a series of profiles of civil engineering students who are undertaking pavement preservation and recycling as a course of study. These students bring their own perspective of why a young civil engineer would pursue pavement preservation and recycling study. This issue, we profile **Xiao Chen**, graduate student at Rutgers University. Thanks to Rutgers Department of Civil and Environmental Engineering professor **Dr. Hao Wang** and **Andrew Braham, P.E.**, University of Arkansas, for their assistance with this article.

WHAT GOT YOU INTERESTED IN PAVEMENT PRESERVATION?

My interest in pavement preservation actually started during my undergraduate years when I was developing my thesis, which is related to pavement preservation and maintenance. It was the first time I looked at a road as an important asset that we often take for granted until it fails. That early research made me realize that when major distresses appear, it's often already too late for simple repairs.

During my Ph.D. work, my focus shifted toward the inherent vulnerability of roads to external stressors like climate and heavy traffic loading. It made me realize that pavement is much more fragile than it looks.

When a road breaks down, the impact is immediate. We might be forced into detours, stuck in traffic jams, and lose valuable time. It really highlighted for me how much our quality of life depends on the health of our infrastructure. Fortunately, I've had the opportunity to dive into projects related pavement preservation, exploring innovative materials and smarter maintenance strategies to extend the life of our existing infrastructure and keep our communities moving.

HOW IS YOUR RESEARCH RELATED TO PAVEMENT PRESERVATION?

My research in pavement preservation is about asphalt pavement pothole repair. This research addressed challenges of pavement preservation by developing and validating innovative pothole repair techniques and materials.

In this project, I evaluated the effectiveness of using infrared radiation and microwave heating to treat potholes before they are filled. My findings demonstrate that

infrared preheating significantly improves the interface bonding strength between the existing pavement and new patching materials, creating more resilient, long-lasting repairs that prevent the need for frequent re-patching.

On the other hand, I investigated the feasibility of incorporating reclaimed asphalt pavement (RAP) into repair mixes. Through laboratory and field testing, I proved that applying preheating allows patches made with 30 percent RAP to achieve performance comparable to traditional hot mix asphalt (HMA). These research experiences reinforced my belief that pavement preservation is necessary to for extending the pavement infrastructure lifespan and reduce maintenance costs.

HOW HAS YOUR PERSPECTIVE CHANGED ABOUT OUR ROAD INFRASTRUCTURE SINCE BEGINNING RESEARCH?

Before my research, my perspective on road infrastructure was superficial. I thought that if a pothole appeared or a crack opened up, we simply needed to fix it.

However, since beginning research, I realized that pavement preservation is a proactive science, not a reactive one. My research has taught me that the most expensive road is the one that is neglected until it requires full reconstruction.

By focusing on pavement preservation and preventive activities, we can reduce the road pavement degradation rate, as well as lower the long-term costs. The preservation allows us to maintain a higher serviceability for the public, ensuring that our infrastructure remains safe, smooth, and reliable throughout its lifecycle.

DO YOU HAVE PLANS TO CONTINUE IN THE FIELD OF PAVEMENT PRESERVATION UPON GRADUATION?

Yes, I would like to continue working on pavement preservation and maintenance after graduation. My research has shown me that this field is at a critical turning point where traditional methods are meeting new, advanced technologies.

If there are project opportunities, I want to implement the innovative solutions I've been studying. I am particularly interested in moving from the lab to large-scale field implementation. While my Ph.D. research validated the effectiveness of infrared and microwave preheating for pothole repairs, there is still a lot of work to be done in optimizing these workflows for DOTs and municipal agencies. I want to help turn research findings into standard operating procedures. 



Xiao Chen, Ph.D., graduate student at Rutgers University

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AEMA Hosts 'Owner's Manual for Your Network' Training

Last spring the Asphalt Emulsion Manufacturers Association (AEMA) conducted its *Owner's Manual for Your Pavement Network* regional training in West Virginia, bringing together roadway professionals for a full day of learning, discussion, and real-world application.

Led by Pavement ACES' **Scott Dmytrow**, attendees engaged in hands-on exercises and real-world discussions to explore practical strategies for understanding, maintaining, and extending the life of their pavement networks, including:

- **Conducting pavement condition assessments**
- **Identifying distresses** and selecting the right treatments
- **Comparing treatment options** using cost analysis tools
- **Applying life-cycle** cost analysis through local and national case studies

- **Making the case** for preservation funding
- **Optimizing pavement plans** within real-world budget constraints, and
- **Communicating strategies** clearly to gain stakeholder support.

By the end of the day, participants walked away with practical tools and strategies to build stronger, more sustainable pavement management plans for their communities, regardless of experience level.

"Thank you to the West Virginia Division Highway, and to our sponsors Marathon Petroleum Corporation and Asphalt Materials, Inc. for helping make this training possible," Dmytrow said. "Your commitment to smarter pavement preservation supports safer, longer-lasting roadways."

This Owner's Manual training was established in 2025 by AEMA and third-party



Scott Dmytrow leads AEMA classroom session

consulting engineers to bring network level thinking to government agencies. The intended audience for this training is agencies and road owners. This is a one-day, in-person training. For more information visit <https://www.aema.org/page/aema-training>. 

Arizona AGC Sponsors Pavement Preservation Best Practice Workshop 2.0

In May, the Arizona AGC sponsored the second iteration of a **Pavement Preservation Best Practice** workshop in Yuma. Participating were **Mo Rahman**, Ergon Asphalt & Emulsions; **Daniel Darling**, Crafcoc; **Garrett Knoll** and **Jason Raya**, Sealmaster Arizona; **Jeff Smith** and **Ryan Olson**, Cactus Asphalt; **Brad Parker**, Viasun; **Todd Gonser**, Cutler Repaving; and **Rick Risner**, Sunland Asphalt.

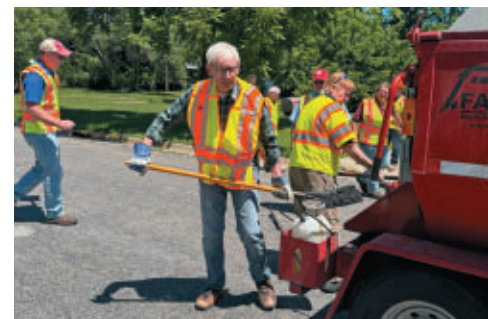
Studied were crack sealing and mastics; fog seals and rejuvenators; surface seals and seal coats; multilayer chip seals; seal coats, slurry seals and micro surfacing; RAP in slurry seals and micros; hot in-place recycling; and asphalt concrete paving and compaction. 



TODD GONSER

Wisconsin Pothole Patrol to 'Fix the Damn Roads'

In early summer outgoing Wisconsin **Gov. Tony Evers** was conducting his seventh annual *Pothole Patrol* tour across Wisconsin, a campaign initiated in 2019 to highlight transportation infrastructure needs and fulfill his promise to "Fix the damn roads." The 2026 tour, which began in late May and continued through June, involved the governor physically filling potholes with cold patch asphalt alongside local public works officials and WisDOT representatives. This year's tour is particularly notable as it marks Evers' final year as governor, serving as a capstone to an administration that claims to have improved over 9,600 miles of roads and 2,400 bridges since taking office. 



Wisconsin Gov. Tony Evers patches potholes for seventh year

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