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## ISCP NEWS

### Mr. Louis Marias, ISCP Honorary Member, Passes Away



Mr. Louis Marias, renowned pavement engineer and Honorary Member of ISCP, passed away recently. Louis was responsible for a lot of the technology currently in use in concrete pavements and can truly be labeled "the father of concrete pavements in South Africa".

Louis joined the Portland Cement Institute (PCI) (the forerunner of the Cement and Concrete Institute) in 1965 as a Roads Engineer, and was responsible for introducing modern concrete pavements into South Africa. His career spanned 30 years at the Institute. He traveled extensively in Europe and spent a significant time at the Portland Cement Association (PCA) in Chicago, Illinois, USA.

He purchased a small side-form paver which was used to construct a number of demonstration projects to showcase modern technology to local engineers and contractors. His first success was in 1968 with the construction of 26 km (16 mi) of modern concrete freeway outside of Cape Town, South Africa.

He worked tirelessly with engineers from the Department of Transport to develop design methods and specifications for concrete pavements, and was responsible for a large number of freeway projects constructed in concrete in the 1970s, 1980s and 1990s. Louis was very involved in research into construction of cement-treated subbases and bases; was involved in the development of design guides for the use of soil cement and cement treatment of soils; and was actively involved with early ground-breaking research into the development of concrete block paving at the CSIR (together with Brian Shackel) using an early version of the South African heavy vehicle simulator.

Mr. Marais was also responsible for promoting excellence in concrete industrial floor design and construction, arranged a number of seminars on the subject, and was co-author of a book entitled Concrete Industrial Floors on the Ground - the essential guide on the topic in South Africa. He authored over 50 papers and articles on concrete pavements; as well as published over 15 books and booklets. He was a registered Professional Engineer (P.E.) and a member of the South African Institution of Civil Engineers, the Institution of Civil Engineers, the Institution of Structural Engineers, the Zimbabwe Institution of Engineers, ACPA, TRB, as well as the concrete roads committee of PIARC.

Despite his vast knowledge, he was a very humble man who was always prepared to share all he knew. His wise counsel was often sought by the staff of PCI. Friends and colleagues remember him as remarkably articulate with an impeccable memory. For his contribution to the concrete pavement industry, Louis was awarded Honorary Membership to the International Society for Concrete Pavements in January, 2010. He continued to maintain his keen interest in the concrete and roads industry throughout his retirement.

## INDUSTRY NEWS, RESOURCES & PUBLICATIONS

### European Concrete Sector Launches "The Concrete Initiative"

On May 27, 2014, the European concrete sector gathered in Brussels, Belgium to launch "The Concrete Initiative". Bringing together key stakeholders at the European Union (EU) level, the launch centered around a high-level debate on sustainable construction. "The Concrete Initiative" hopes to continue to engage with EU authorities on how to stimulate construction through policy measures and standards that generate growth and innovation in a more sustainable way. To learn more, please visit "The Concrete Initiative" website at: <http://www.theconcreteinitiative.eu/>.



### EUPAVE Announces New Affiliation Category: "PARTNERS"

In order to strengthen communication with the industry, The European Concrete Paving Association (EUPAVE), presents a new category of involvement specially designed for contractors, designers, road construction engineers, research institutes, academia and professionals: "PARTNERS": For those who are interested in the technical work and activities of EUPAVE, but do not wish to become a full member or an associate member . . . at least for the time being.



For more information in the "PARTNERS" category at EUPAVE, please e-mail: [info@eupave.eu](mailto:info@eupave.eu).



# Precision in Concrete Paving with the Wirtgen "Slipform Paver Train"



The expansion of over 19 km (11.8 mi) of the "Bundesautobahn 9" (Federal Motorway 9/Autobahn 9 or BAB/A9) between Triptis and Schleiz, Germany, was the first to be based on a new model of public-private partnership - the remuneration being dependent on the quality of service provided: any defects in quality and any limitation on availability result in a reduction of the remuneration paid to the operator by the government. The contractor relied on slipform pavers from Wirtgen when building, repairing and modernizing the German motorway. In order to ensure a high load-bearing capacity and long service life, together with perfect surface evenness and skid resistance of the road surface over this period of time, the contractor elected to use concrete surfacing. Constructing the surface course out of washed concrete reduced traffic noise emissions by as much as minus two decibels. Concrete surfacing also offers other clear advantages:

- |                                |   |
|--------------------------------|---|
| suitable for universal use     | easy to process and available everywhere                  |
| high load-bearing capacity     | resistance to deformation                                 |
| prevents the formation of ruts | consequently extends the necessary maintenance intervals. |

In view of the increasing volume of heavy goods traffic on motorways, these were crucial factors.

## Concrete paving train

The job entailed six motorway lanes, extending 19 km, which equates to a surface area of 550 square meters (601 sq yd) or 165,000 cubic meters (5826 cu ft) of concrete. Wirtgen GmbH's modern paving train - two pavers working independently from each other - paved the dual-layer concrete carriageway in one single pass. The contractor deployed a paving train comprising Wirtgen slipform pavers "SP 1500" and "SP 1500 L" to do the job. Dual-layer concrete paving offered maximum economic efficiency for paving motorway carriageways. In this project, the Wirtgen paving train laid down the two-layer concrete pavement in just one pass, achieving an out put of approximately 400-500 m (437-547 yd) per day.

## Wet-in-wet paving

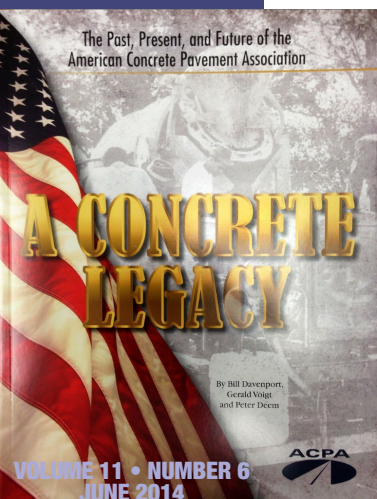
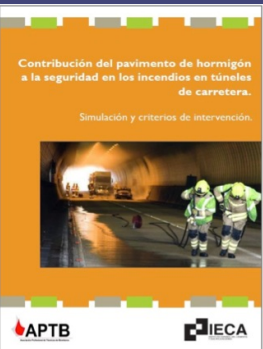
The top-layer of concrete was installed immediately after the bottom-layer of concrete, so as to ensure optimal interlocking of both layers. The concrete for the top-layer was provided via the bottom-layer concrete paver from a receiving hopper with a charging conveyor, and placed in front of the second slipform paver, the "SP 1500". The "SP 1500 L" then distributed this material across the entire paving width with its spreading plough, installed the top-layer concrete 'wet-in-wet' when passing over it, simultaneously compacting it. The finishing beam and super smoother produced the desired optimum surface finish: during the paving process, a finishing beam is deployed across the roadway while an oscillating super smoother operates in the direction of travel of the paver - successfully optimizing surface characteristics. The concrete pavement was sprayed with a TCM 1800 curing unit across the entire working width immediately after paving, effectively preventing rapid evaporation and crack formation. To read the entire article, please go to: <http://www.eupave.eu/documents/news-items/20140506-wirtgen.xml?lang=en>.



## Publication Released in English: "Concrete Pavement Contribution to Fire Safety in Road Tunnels"

Spanish Institute of Cement and its Applications (IECA) and Spanish Technical Association of Firefighters (APTb) released an English version of the publication "Concrete Pavement Contribution to Fire Safety in Tunnels". In recent years, several high-profile road tunnel fires have taken place across Europe. These fires, due to their great intensity, inevitably led to significant structural damage and loss of lives. The analyses of the causes and intensities of these fires have provided engineers with a lot of information so they may design new safer tunnels, and improve the safety of existing ones. Despite these studies, the influence of some of these variables on fires is not completely understood and, therefore, their dangers could be undervalued. IECA and APTb highlight: Apart from a deep knowledge of safety and fire equipment within a tunnel that is subjected to a fire, it is essential for firefighters to have a profound knowledge of the fire dynamics inside tunnels and the influence of all the elements that contribute to the fire.

The type of road pavement is one of the factors that modifies the behavior of fires inside tunnels. This recent study of the APTb shows that concrete pavements are inert elements and their interaction with fire is limited to the absorption of part of the heat generated. To read the full publication in English, please go to: <http://www.eupave.eu/documents/graphics/newsletter31/concrete-pavement-contribution-to-fire-safety-in-road-tunnels-aptb-ieca.pdf>.



## New Publication Covers History of ACPA, Industry

The American Concrete Pavement (ACPA) announces the availability of a limited edition publication that details the past, present and future of the ACPA: "A CONCRETE LEGACY: The Past, Present, and Future of the American Concrete Pavement Association".

This 130-page limited edition coffee table publication captures the more than 50-year history of the ACPA and the concrete pavement industry. Beginning with a prologue of events that frame the evolution of the industry, the publication takes the reader on a decade-by-decade journey of the association and the people responsible for progress along the way. The prologue covers pivotal events that occurred between 1784 and 1956. The story continues with the formation of the association in 1963, and then progresses through the early 2010's. The "Legacy" features photographs, illustrations, and vignette articles that complement the main story.

To obtain a copy, please go online to ACPA's bookstore: <http://www.acpa.org/publications-for-purchase/>. The price is \$10 for ACPA members and \$45 for non-members of ACPA. Be sure to request publication "ACPA50".



## New MAP Brief

Moving Advancements into Practice (MAP) Briefs describe promising research and technologies that can be used now to enhance concrete paving practices. The June 2014 MAP Brief, "Constructing Concrete Pavements with Durable Joints" describes some of the factors that may be contributing to the occurrence of joint deterioration and provides guidelines on how the risks may be reduced. To download the June 2014 MAP Brief PDF, please go to: <http://www.cproadmap.org/publications/MAPbriefJune2014.pdf>.

**News from the Road** News from the Road highlights research around the United States that is helping the concrete pavement community meet the research objectives outlined in the CP Road Map. Below are the June 2014 CP Road MAP E-News headlines with a brief overview. To continue reading each of the articles below, please click on the links provided in each subheading, or for the full June CP Road Map, go to: [www.cproadmap.org/publications/e-news\\_June2014.cfm](http://www.cproadmap.org/publications/e-news_June2014.cfm). To learn more about the CP Road Map, or to get involved, please contact Steve Klocke: E-mail: [sklocke@snyder-associates.com](mailto:sklocke@snyder-associates.com) | Phone: 515-964-2020.

## Minnesota Tests Drainage Properties of Fabric Interlayer for Unbonded Overlays

Fabric interlayers have been used for almost 30 years in Germany as bond breakers between cement-treated bases and jointed pavements to prevent reflective cracking and increase drainage. While concrete overlays have traditionally used a thin asphalt layer as the bond breaker, recent unbonded concrete overlay projects with a fabric interlayer have shown promising results. This project, "Drainage Capabilities of a Nonwoven Fabric Interlayer in an Unbonded Concrete Overlay," was completed for the Minnesota DOT at the University of Minnesota. To read the full report, please go to: <http://trid.trb.org/view/2013/C/1242385>. This project is contributing to research objectives identified in CP Road Map "Track 8: Concrete Pavement Construction, Reconstruction and Overlays": <http://www.cproadmap.org/research/Track8.cfm>.

## Arizona DOT Targets Economical Concrete with Performance Specifications and Pay Factors

A recent report sponsored by the Arizona Department of Transportation (ADOT) highlights new aspects of materials science and structural mechanics in the development of sustainable "economical concrete". The topics addressed in the report include blended cements, fiber-reinforced concrete (FRC), internal curing with lightweight aggregate, and statistical process control (SPC). The objective was to address new specifications, analysis, and design guidelines so that material models can be directly integrated into structural analysis software. The project, "Economical Concrete Mix Design Utilizing Blended Cements, Performance-Based Specifications, and Pay Factors," was completed for the ADOT at Arizona State University. To read the full report, please go to: <http://trid.trb.org/view/2013/M/1252518>. This project is contributing to research objectives identified in CP Road Map: "Track 11: Concrete Pavement Economics and Business Management": <http://www.cproadmap.org/research/Track11.cfm>.



Application of FRC in a canal lining project significantly reduces labor requirements in the construction phase since the rebar or mesh layout phase is eliminated. Instead of using a longitudinal & transverse rebar layout or a welded wire mesh, FRC mix can be specified to meet system requirements at a much lower cost.

## ESCSI Institute report recommends "Road Map for Internally Cured Concrete Pavement"

Internal curing is a relatively new technique being used to promote hydration of portland cement concrete. Saturated lightweight aggregate serves as a water reservoir within the concrete. Because the water in the aggregate is not free, it does not affect the water/cement ratio of the mix but is available to continue hydration as the slab dries out. These projects have shown excellent performance. To read the report, "Evaluation of Internally Cured Concrete for Paving Applications", please go to: [http://www.escsi.org/uploadedFiles/Technical\\_Docs/Internal\\_Curing/Eval%20of%20ICC%20for%20Paving%20Apps%20Report.pdf](http://www.escsi.org/uploadedFiles/Technical_Docs/Internal_Curing/Eval%20of%20ICC%20for%20Paving%20Apps%20Report.pdf). This project is contributing to research objectives identified in CP Road Map: Track 1: "Materials and Mixes for Concrete Pavements": <http://www.cproadmap.org/research/Track1.cfm>.

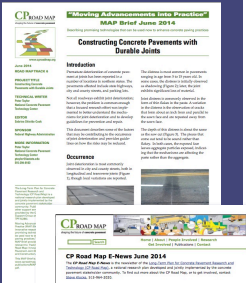
## U.S. Bureau of Reclamation: Preparing Concrete Surfaces Prior to Repairs and Overlays

The performance of a bonded concrete overlay relies heavily on the bond between the new overlay and old pavement. The biggest factor in developing this bond is preparation of the existing surface prior to overlay. A manual issued by the U.S. Bureau of Reclamation in 2012 describes key factors in surface preparation. The manual describes the mechanics of concrete bonding, explains the substrate conditions affecting bond strength, and provides suggested guide specifications that may be useful in the preparation of existing pavements prior to bonded overlays. Report Number MERL 12-17, "Best Practices for Preparing Concrete Surfaces Prior to Repairs and Overlays" was prepared for the U.S. Department of the Interior. To read the complete report, please go to: <http://trid.trb.org/view/2012/M/1290821>. This project is contributing to research objectives identified in CP Road Map Track 8: "Concrete Pavement Construction, Reconstruction and Overlays": <http://www.cproadmap.org/research/Track8.cfm>.

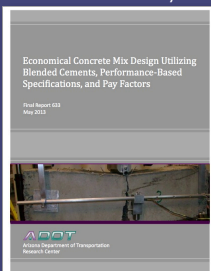
## Updates from the States: Pennsylvania

The Pennsylvania Department of Transportation (PennDOT) recognizes the importance of research, education, and technology transfer activities as they relate to the transportation industry. PennDOT places a focus on research and innovation, knowing that the initial investment will pay great dividends in the future as research innovations drive changes and/or business process improves. For this reason, the Bureau of Planning and Research (BPR) manages and administers a customer-driven, applied Research Program focused on providing solutions to real-world transportation issues and challenges.

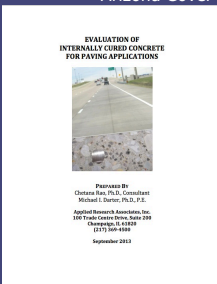
The mission of the PennDOT research program is to identify, develop, and conduct strategically focused research, education, and technology transfer projects. The mission is achieved through a contract research program that emphasizes applied research, implementation, performance monitoring, and technology transfer. To read more information about concrete pavement research in the state of Pennsylvania, please go to: [http://www.cproadmap.org/publications/e-news\\_2014\\_June-Pennsylvania.cfm](http://www.cproadmap.org/publications/e-news_2014_June-Pennsylvania.cfm).



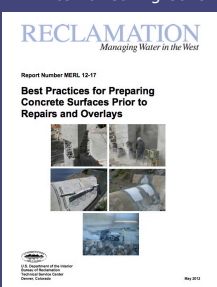
Minnesota: Core sample, showing the base slab, fabric interlayer and overlay slab.



Arizona Cover



Internal Curing Cover



Reclamation Cover





## Webinar: "Precast Concrete Crack Repair"

Wednesday, July 23, 2014 (1 hour)

12:00 NOON (EST) | 11:00 am (CST) | 9:00 am (PST)

The National Precast Concrete Association (NPCA) will host a webinar subtitled: "Cracks Are Whack! A Guide to Proper Precast Concrete Crack Repair". Precast concrete structures are exposed to a variety of loads and stresses during curing, handling, installation, and while they are in service. Cracking plays an important role in concrete's response to those loads. Visible cracks in precast concrete may be an indication of significant structural issues, or they could be just an aesthetic issue.

The possible causes for cracking include drying shrinkage, thermal stresses, chemical reaction within the hardened concrete, corrosion, or simply overloading of the structure. Whatever the cause, it is important for precast concrete manufacturers to understand how to evaluate cracking in order to prevent recurrence and how to repair it. This webinar will include a brief look at the mechanisms that cause cracking in precast concrete, but will focus on the key methods for the repair of cracks, commonly used materials and proper application techniques.

**Webinar Facilitator:** Calude Goguen, P.E., LEED AP, NPCA

**Learning Objectives:** At the end of this webinar, participants will be able to:  
Describe the main causes of cracking in precast concrete structures  
Evaluate the causes of cracking  
Diagnose whether a crack is structural or cosmetic  
Identify the best material and technique to use for specific cracking scenarios

To register and for more information, please go to:

<https://portal.precast.org/Portal/Login.aspx?ReturnUrl=%2fPortal%2fdefault.aspx>.

For notices about upcoming NPCA webinars, please go to: <http://precast.org/2014webinars/>.

ASCE | CONTINUING EDUCATION

WEBINARS

## Webinar: "Permeable Pavement Design: Elements & Case Studies"

Monday, July 28, 2014 (1 hour)

12:00 NOON (EST) | 11:00 am (CST) | 9:00 am (PST)

The American Society of Civil Engineers (ASCE) will host a webinar titled "Permeable Pavement Design: Elements and Case Studies". Storm water management is a key component of urban infrastructure design. Numerous agencies throughout the United States and Canada include permeable pavements as a key component of best management practices for stormwater management. If properly designed and constructed, permeable pavements can help rainwater infiltrate soil, decrease urban heating, replenish groundwater and reduce overall storm water runoff. The construction of permeable pavement systems that can accommodate surface water runoff is gaining increased attention through the Leadership in Energy and Environmental Design (LEED) program.

This webinar provides background on the key features of permeable asphalt, concrete and interlocking concrete block pavements. Also provided are guidance, design tools and methodologies to assist in designing pavements to accommodate hydrological and structural pavement design for municipal and parking area permeable pavements, as well as a comparison of equivalent structural designs.

**Webinar Instructor:** David K. Hein, P.E., *Principal Leader of the Applied Research Associates Transportation Infrastructure Division*

**Webinar Outline:**

- Subgrade preparation
- Characterization of design traffic
- Base and subbase materials
- Design details for structural capacity
- Design details for hydrological capacity

**Webinar Benefits:** Understand the key input parameters for the successful design of permeable asphalt, concrete and interlocking concrete block pavements  
Ability to design a permeable pavement for both structural and hydrologic capacity  
Utilize previously impervious infrastructure to reduce the impact of peak stormwater runoff and improve stormwater quality

**Registration ends on July 23, 2014.** Pay a single site registration fee and an unlimited number of people in your organization can attend the webinar. Register early. Special Offer on Webinars: Individuals and Small Organizations that are members of ASCE (Less than 5 Engineers) save \$100 on the Registration Fee – Please use Promo Code: LESS05.

**Late Registration:** Registrations must be received three business days prior to the webinar date. Space is limited. For more information and registration, please go to:  
[http://mylearning.asce.org/diweb/catalog/item/id/198701/q/q=8266w&c=79?utm\\_campaign=CE-20140619-8266&utm\\_medium=email&utm\\_source=Eloqua](http://mylearning.asce.org/diweb/catalog/item/id/198701/q/q=8266w&c=79?utm_campaign=CE-20140619-8266&utm_medium=email&utm_source=Eloqua).

For more information, please contact:

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E-mail: [lobermeier@asce.org](mailto:lobermeier@asce.org)  
Phone: 1-800-548-2723

Each attendee  
earns 1.0  
Professional  
Development  
Hour  
(1.0 PDH)



# CONFERENCES & WORKSHOPS

## Concrete Fair 2014 Hosted "Concrete Roads Symposium" in Turkey

Organized by the Turkish Ready Mixed Concrete Association and supported by the Ministry of Environment and Urban Planning, the "Concrete Ankara 2014 Trade Fair" attracted great attention in Ankara, Turkey. This year, the fair hosted a dedicated symposium session on concrete pavements during which Mr. Raymond Debroux, Belgian expert on concrete pavements, made a presentation on "Construction of Concrete Roads".

Considered the single largest Concrete Trade Fair: "Ready-mix Concrete, Cement, Aggregate, Construction Technologies and Equipment Exhibition", the trade show was an annual event until 2013, and will occur every 2 years in the future. Thirty nine (39) companies participated, and some of the exhibitors were comprised of: Ready mixed concrete, aggregate, cement, building machines; construction equipment, plants for aggregate, cement, lime, gypsum, and gravel industries; chemical additives and raw materials; material handling, lifting and carrying systems; quality control, testing and carrying systems; and testing and analysis machines.



The trade fair will be held in February 2015 in Istanbul, Turkey during "BETON Istanbul 2015".

For more information, please go to:  
[www.betonfuari.com](http://www.betonfuari.com).

For the English translation, please go to:  
<http://www.google.com/translate?hl=en&ie=UTF8&sl=auto&tl=en&u=http%3A%2F%2Fwww.betonfuari.com%2Findextr.php%3Ft%3Dh>.



## ACPA Workshop Links International Design & Construction



AMERICAN CONCRETE  
PAVEMENT ASSOCIATION

The goals of ACPA's recent "Roadway Concrete Pavement Design Workshop" were to provide practical training on concrete pavement thickness design for roadways, and link the training to current construction practices. Twenty (20) professionals participated in the event, representing industry and owner/agencies in the United States, El Salvador, Honduras, and Lebanon.

The group size was ideal for the hands-on training, as well as the group discussions and software demonstrations that were part of the program, said Robert Rodden, P.E., *Senior Director of Pavement Technology, ACPA*. He emphasized the interaction between the instructors and participants, noting that the program format allowed for overviews, instruction and problem solving, group discussions, demonstrations, and even an impromptu presentation of pavement examples from one of the participants. Held at ACPA's headquarters in Rosemont, Illinois, the workshop's formal instructional presentations covered ACPA's StreetPave pavement design software for streets & roads, AASHTO '93 Pavement Design Guide, AASHTOWare Pavement ME Design, and TCPavements' OptiPave™ short-slab design method and software program.

- Rodden's multiple presentations began with an overview of paving design principles and practices, providing illustrated examples of key design factors in different countries. He stepped through design considerations, beginning with the subgrade - focusing on materials considerations; concrete placement through texturing; sawcutting and joint-sealing; and finally, opening to traffic.
- Ing. Juan Pablo Covarrubias, *TCPavements, Santiago, Chile*, presented details about the short-slab design and a demonstration of the OptiPave™ software program.
- Kelly Steeves, *Leica Geosystems*, addressed construction equipment innovations, beginning with a look back at early paving equipment and associated construction practices, and advancing to current and evolving construction equipment and methods.
- Rodden also presented information on common jointed-plain concrete pavement design methods; design principles and practices specifically related to concrete overlays; software and other digital apps available from ACPA and other organizations; and a presentation covering valuable pavement construction recommendations, tips, and techniques.

The workshop was one of the most recent education & training programs focused on quality construction, and covered the gamut from design through post-construction challenges and other considerations.

## Program Now Available for the July ICDCS 2014 Conference



The Program is now available for the Purdue University's School of Civil Engineering, 4th International Conference on Durability of Concrete Structures (ICDCS 2014), to be held July 24-26, 2014 at Purdue University in West Lafayette, Indiana, USA.

Two pre-conference short courses will be offered that will take place on Tuesday and Wednesday, July 22 and July 23, prior to the conference. To view the program, please go to:  
[http://www.conf.purdue.edu/landing\\_pages/icdcs/program.html](http://www.conf.purdue.edu/landing_pages/icdcs/program.html).

Please refer to the article on this conference in the ISCP March issue:  
<http://www.concretepavements.org/Membership/Newsletter/MARCH2014Newsletter.pdf>.

**Registration deadline is July 10, 2014.** To register and for more information, please go to the conference website: [http://www.conf.purdue.edu/landing\\_pages/icdcs/](http://www.conf.purdue.edu/landing_pages/icdcs/).

# CALL FOR ABSTRACTS

## Call for Abstracts for the 2015 AASHTO/TRB Conference on Transportation Infrastructure Maintenance & Operations



TRANSPORTATION RESEARCH BOARD  
OF THE NATIONAL ACADEMIES

The American Association of State Highway and Transportation Officials (AASHTO) Highway Subcommittee on Maintenance (HSCOM), and the

Transportation Research Board (TRB) Maintenance and Preservation Committees will be sponsoring a conference, "2015 AASHTO/TRB Conference on Transportation Infrastructure Maintenance and Operations" in Des Moines, Iowa, USA, in July 2015. The conference will provide information on the state-of-the-art and state-of-the-practice in infrastructure maintenance operations and management, and focus on practical innovations in maintenance operations and management.

The conference will be hosted by the Iowa Department of Transportation (IOWADOT) and co-sponsored by the Federal Highway Administration (FHWA) in conjunction with the AASHTO HSCOM meeting. Presentations and papers are being solicited for the conference, describing current practices, technological innovations or the results of recent research involving maintenance and preservation of transportation facilities in the Technical Working Groups (TWGs) areas of interest.

Please submit abstracts to the TRB by **September 15, 2014** at: E-mail: [MMC@nas.edu](mailto:MMC@nas.edu).

Interested practitioners, administrators and researchers should submit:

- (a) An abstract of not more than 500 words and
- (b) A 100-word biographical sketch

with contact information for each author.

Each submittal should indicate if the abstract will be considered for

- (1) Presentation & Publication - prepare a paper for presentation at the Conference and publication in the Conference Proceedings
- (2) Presentation Only - make a presentation at the Conference on the abstract topic without a paper.

For a list of TWG topics and the PDF for the "Call for Abstracts" for the 2015 AASHTO/TRB Conference, please go to the link on the ISCP website: <http://bit.ly/1jLv6Tj>.

For questions regarding this 'Call for Abstracts' please contact: E-mail: [MMC@nas.edu](mailto:MMC@nas.edu).

## UPCOMING EVENTS

JULY  
2014

### 14<sup>th</sup> COTA International Conference of Transportation Professionals (CICTP2014)

July 4-7, 2014, in Changsha, China  
<http://cictp.csu.edu.cn/>

AUGUST  
2014

### 2014 FAA Worldwide Airport Technology Transfer Conference

August 5-7, 2014 in Galloway (Oceanville), New Jersey, USA  
<http://www.airporttech.tc.faa.gov/conference/2014ITC/>

### 2014 World Congress on Advances in Civil, Environmental, and Materials Research (ACEM14)

August 24-28, 2014 in Busan, South Korea  
<http://acem.cti3.com/acem14.htm>

SEPTEMBER  
2014

### 8<sup>th</sup> International DUT-Workshop on Research and Innovations for Design of Sustainable and Durable Concrete Pavements

September 20-21, 2014 in Prague, Czech Republic  
<http://www.citg.tudelft.nl/.../road%20and%20railway%20engineering>



### 12<sup>th</sup> International Symposium on Concrete Roads "Innovative Solutions – Benefiting Society"

Organized by EUPAVE  
September 23-26, 2014 in Prague, Czech Republic  
<http://www.concreteroads2014.org>

NOVEMBER  
2014

### 2014 International Conference on Construction Materials and Structures

November 24-26, 2014, in Johannesburg, South Africa  
<http://www.iccmats-wits.co.za/Intro.html>

For events in 2015 and beyond, please go to: <http://www.concretepavements.org/calendar.htm>.



<https://www.facebook.com/pages/International-Society-for-Concrete-Pavements/127114450634305?ref=ts&fref=ts>



<http://www.linkedin.com/home>

Questions?  
Please contact moderator  
Jeff Roesler  
[jroesler@illinois.edu](mailto:jroesler@illinois.edu)



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ISCP invites ISCP members and friends to submit articles and calendar items to the Editor-in-Chief for future issues.

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