



INTERNATIONAL SOCIETY FOR CONCRETE PAVEMENTS

ISCP e-NEWSLETTER
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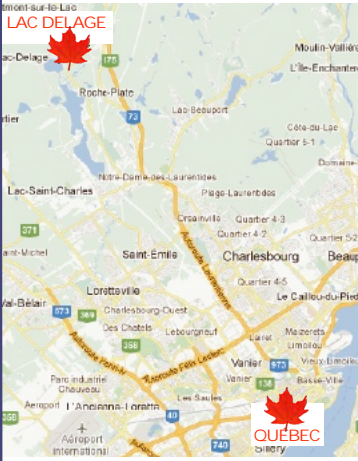
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ORGANIZATIONAL MEMBERS & MAJOR EVENT SPONSORS:



WHAT'S NEW AT ISCP

Registration Deadline is May 1st for 3rd Workshop Preceding 10th ICCP



The 3rd Workshop on "Innovations and Modeling for Sustainable and Resilient Concrete Pavements", sponsored by ISCP, will precede the 10th ICCP in Québec on July 5-7, 2012 at the Manoir du Lac Delage, in Lac Delage, Canada, just 30 minutes from Québec City. Deadlines are May 1, 2012 for:

- The workshop registration and
- A speaking spot reservation

To register, please go to: www.concretepavements.org/3rdworkshop/.
To reserve a hotel room at the workshop location, *Manoir du Lac Delage*, please go to www.lacdelage.com and use the registration code: 161839.
Transportation will be provided to the Workshop from the airport, and to the 10th ICCP in Québec City from the *Manoir du Lac Delage*.
Questions and proposed abstracts for participants registered for the workshop should be sent to: Jeff Roesler (jroesler@illinois.edu) or Lev Khazanovich (khaza001@umn.edu).



10th ICCP UPDATE: Register by June 30th & Save \$100 (\$50 for Students)

If you are planning to attend the 10th ICCP in Québec City, Québec, Canada in July you may [Register](http://www.concretepavements.org/10thiccp/registration.htm) online at: <http://www.concretepavements.org/10thiccp/registration.htm>.

Please view the [Conference Brochure](http://www.concretepavements.org/10thiccp/) online and download a printable flyer and registration form at: http://www.concretepavements.org/10thiccp/10th_iccp_flier_jan_12_low_res.pdf (1.3 MB).

[Exhibitors](http://www.concretepavements.org/10thiccp/exhibitors.htm), please register at: <http://www.concretepavements.org/10thiccp/exhibitors.htm>

For the 10th ICCP details, you may visit the home page at: <http://www.concretepavements.org/10thiccp/index.htm>.

Please view the [Preliminary Program](http://www.concretepavements.org/10thiccp/program.htm) online at: <http://www.concretepavements.org/10thiccp/program.htm>.

For more information on [Québec City](http://www.quebecregion.com/en?a=con) and the surrounding area, please visit the Québec City Tourism site at: <http://www.quebecregion.com/en?a=con>.



ISCP Welcomes Sponsors for the 10th ICCP

The International Society for Concrete Pavements (ISCP) welcomes sponsors for the 10th ICCP. Sponsorships are offered at four (4) levels: Platinum, Gold, Silver and Bronze. For Sponsorship details, please go to: <http://www.concretepavements.org/10thiccp/sponsors.htm>
To become a sponsor, please contact: Sherry Sullivan, *Sponsorship Coordinator*
Phone: (416) 449-3708 ext. 234 | E-mail: conference.sponsorships@concretepavements.org

SPONSORS:

- | | |
|----------|---|
| PLATINUM | Holcim (Canada), Inc. |
| GOLD | American Concrete Pavement Association (ACPA)
Cement Association of Canada
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National Precast Concrete Association (NPCA)
U.S. Federal Aviation Administration (FAA) |
| SILVER | CEMEX
Concrete Reinforcing Steel Institute (CRSI)
Wirtgen |
| BRONZE | Canadian Airfield Pavement Technical Group
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Stantec Consulting Ltd. |

COLLABORATORS:

- CP Tech Center
- EUPAVE
- Federal Highway Administration
- Office du tourisme de Québec
- Transportation Association of Canada
- Transportation Research Board (TRB)

CONFERENCE HOST:

- Transports Québec

Current ISCP Members are eligible to join.

Visit & Connect on ISCP's **LinkedIn** Professional Networking Group



ISCP Members may join ISCP's free LinkedIn group - a professional business-oriented networking site: <http://www.linkedin.com/home>. The ISCP group is an international forum and blog space to specifically facilitate concrete pavement knowledge sharing, technical interaction, exchange of information and networking. Discussion may include:
Technical questions / Responses / Comments on concrete pavement topics
You may reach the blog at: <http://www.linkedin.com/groups?mostPopular=&gid=3760764>.
For questions, please contact the ISCP LinkedIn moderator, Jeff Roesler at: jroesler@illinois.edu.

INDUSTRY RESOURCES & RESEARCH REPORTS

European Union Road Federation (ERF) Road Statistics Available Now!



European Union Road Federation (ERF) published the 10th edition of the European Road Statistics 2011. This annual publication contains all essential information on the road transport sector and remains the tool of reference for European policy-makers and major stakeholders. This publication may be freely consulted and downloaded on the ERF website at: www.erf.be, as well as by going to: <http://www.erf.be/images/stories/Statistics/2011/ERF-2011-STATS.pdf>

ERF is a non-profit association which coordinates the views of Europe's road sector and acts as a platform for dialogue and research on mobility issues.

March-April Issue of CP Road Map E-News Now Available



The CP Road Map E-News is the newsletter of the Long-Term Plan for Concrete Pavement Research and Technology (CP RoadMap), a national research plan developed and jointly implemented by the concrete pavement stakeholder community.

Moving Advancements into Practice (MAP) Brief The March-April 2012 MAP brief discusses best practices for sustainable concrete pavements "Concrete Pavement Sustainability: State-of-the-Practice". To read this MAP Brief, please go to: <http://www.cproadmap.org/publications/MAPbriefMar-Apr2012.pdf>

For the full newsletter, please go to: <http://www.cproadmap.org/publications/e-news.cfm#map>

For a pdf version of the March-April CP Road Map issue, please go to:

<http://www.cproadmap.org/publications/MAPbriefMar-Apr2012.pdf>.

If you'd like to find out more about the CP Road Map or learn how you can get involved, please contact: Dale Harrington, *Program Manager*:

Phone: 515-964-2020 | E-mail: dharrington@snyder-associates.com.

Recycling Original Concrete: 56-Year-Old Salzburg-Vienna A1 Motorway to be Completed Summer, 2012



The innovative reconstruction of the Vienna-Salzburg A1 motorway will be completed in summer, 2012. This will include the last reconstruction job on the A1 near Vorchdorf in Upper Austria. The motorway is 300 km long and the original concrete pavement was built mainly between 1955 and 1978, with small sections built much earlier (immediately before World War II by the Germans and after the war by the US Administration).

In Austria, the design life of concrete pavements is 30 years. The oldest pavements (40 to 50 years old) needed reconstruction urgently and it was evident, that the rest of the 300 kms would need reconstruction as well. Some of the 35 to 40-year-old pavement may have served a few more years, had the increased traffic not required a 6-lane carriageway to replace 4 lanes. A thick overlay was not an option because there were too many bridges, which were not designed to bear the additional load. The existing pavement needed to be replaced, but dumping facilities and virgin aggregates were scarce or expensive.

Traffic noise had become a public issue, because traffic had increased significantly with the fall of the iron curtain. Unfortunately, the old concrete pavements were noisier than most asphalt pavements due to studded tires exposing the coarse aggregate of the old pavements, causing the tires to emit a rumbling noise. The new concrete pavements were not much better either: at that time, they were provided with a

Reconstruction of great lengths and Experience:

In the late 1980's, there were problems with traffic noise:

ISCP APRIL 2012
VOLUME 9, NUMBER 4

Low-noise
concrete
surfaces-
Longitudinal
broom finish:

Materials:

New equipment
and new
materials:

Small size
exposed
aggregate
technique:

Two-lift
construction:

Reconstruction
recycling concept:

transverse or diagonal texture to ensure good grip. A ban of concrete pavements for motorways was imminent.

It was known that longitudinal textures give very satisfactory long-time performance in the USA and Spain. Concrete pavements with longitudinal textures (wet hessian, comb, different brooms) were placed on two motorways in Austria in the late 1980's. All were low noise at the beginning, but the texture was worn away by traffic within a year or two, and the coarse aggregate appeared; thus tire-road noise increased. Textured surface mortar is not durable under Austria's conditions: up to 25% of heavy vehicles, use of de-icing chemicals and chippings in winter, and studded tires. Ultimately, the structure of the concrete determines the noise level.

The compressive strength of the old pavement concrete was between 70 and 100 N/mm² - as much as many natural stones. If impact crushers were used, all weak material would collect in the resulting material 0/4 mm, and the material 4/32, if well washed, would be at least as good as virgin quartz gravel as it bonded readily with the new cement stone. Asphalt particles (resulting from the thin overlays used to fill the ruts produced by the studded tires) would not influence the mixture design, if uniform and less than 20%. In practice, the asphalt content in the 4/32 mm was about 10%. Laboratory tests had shown that the material 0/4 mm could impair the frost-resistance of the concrete. Moreover it had high contents of sulfates and alkalis. This material is not used for concrete and was added to the old granular subbase.

The contractors developed or ordered new equipment for crushing the old concrete, sieving and cleaning the crushed material. The job sites were about 10 kms each, but often had to be completed within 6 or 8 weeks. The equipment, including the mixing plants for the bottom and the top lift concretes, though of high output, had to be mobile and easy and quick to install. The fine-grained top lift concrete required great care in placing in order to avoid segregation or mixing with the bottom lift concrete.

New surface retarders and curing compounds were developed. As the mix design and the coarse aggregate is essential for the noise level, the maximum aggregate size was reduced from 22 mm to 8 mm, sand 0/1 mm and about 70% of chippings 4/8 mm were used. The w/c-ratio was reduced to 0.38 in order to ensure good bond of the small aggregate. The Belgian technique was used for exposing the aggregate 4/8 mm: immediately after placing, the concrete surface was sprayed with a retarder and the surface mortar removed by washing 8 to 16 hours later. However, it was soon discovered that the mortar could be removed just by brushing, without the use of water, if the retarder was sprayed with a very effective curing compound.

Two-lift construction has always been customary in Austria. Both gravel and crushed stone are available, but crushed stone is more expensive and used only for the top lift, where resistance against wear and polishing is required.

During the reconstruction process, the old pavement was recycled to provide the coarse aggregate for the bottom lift of the new pavement and the top lift is a fine-grained exposed aggregate concrete. In some parts, tar-bound layers below the concrete pavement posed an additional problem as they contain harmful (carcinogen) constituents. They are milled, added to the old granular subbase and stabilized with cement or, when contaminations are very high, with a specially developed hydraulic binder.

This innovative reconstruction began in 1991 on the A1 Vienna-Salzburg and the recycling process will continue through summer, 2012: Old damaged road concrete can be reprocessed economically for use as high-grade recycled aggregate in new road concrete. The same reconstruction method has been used for decades on this and other motorways and has stood the test of time.

- *Reconstruction of the Motorway Salzburg-Vienna 1991-2012*
by Dr. Hermann Sommer, 4.25.2012

This paving technique has been highlighted in the following proceedings:
1. Concrete Roads Symposium 1994 in Vienna (summaries of research reports published by the Austrian ministry for traffic and innovation which sponsored the work): Sommer, H.: *Recycling of Concrete for the Reconstruction of the Concrete Pavement of the Motorway Vienna-Salzburg*, Session 3, p173-178; Sommer, H.: *Developments for the Exposed Aggregate Technique in Austria*, Session 8, p133-136: Available in print only.

Please contact Dr. Hermann Sommer: E-mail: sommerh@a1.net
2. Webinar and Workshop in Saline County, Kansas, USA 2007. Please contact the National Concrete Pavement Technology Centre at Iowa State University at: <http://www.cptechcenter.org/>

3. Concrete Roads Symposium 2010 in Seville: Acknowledgments (2 & 3): R. Rasmussen and S. Garber, *The Transtec Group, Inc.*, Austin, Texas, USA; H. Sommer, *Consultant*, Wien, Austria; E. Cackler, *National Concrete Pavement Technology Center*, Iowa State University, Ames, Iowa, USA; A. Gisi, *Kansas Department of Transportation*, Topeka, Kansas, USA; G. Fick, *Trinity Construction Management Services, Inc.*, Edmond, Oklahoma, USA.

For the congress papers, please go to: www.eupave.eu and for the paper by R. Rasmussen et al. please send an email to: robott@thetranstecgroup.com. For more information, please contact:

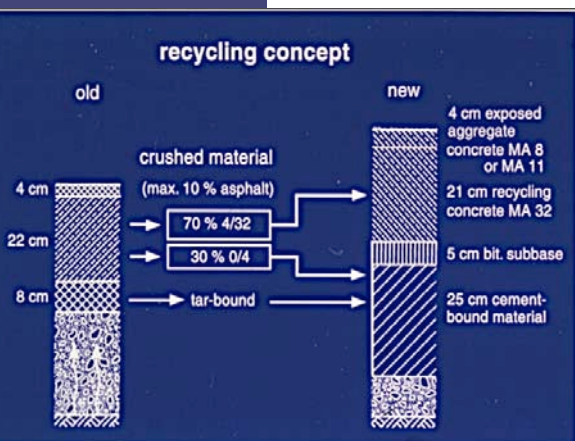
Dr. Hermann Sommer: E-mail: sommerh@a1.net; Dr. Robert Otto Rasmussen, P.E.: E-mail: robott@thetranstecgroup.com; Sabrina Garber: E-mail: sgarber@thetranstecgroup.com



PHOTO: Crushing & screening plant
-A.V. WILCKEN W. FLEISCHER HEILIT WOERNER
BAU-AG, Headquarters, Munich



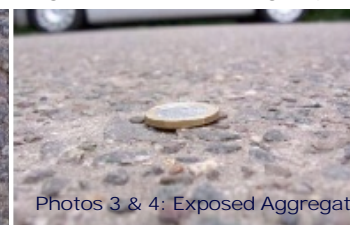
PHOTO: Applying surface retarder
and curing compound



To read about
this project,
other
concrete
rehabilitation,
and successful
US and European
EAC projects
please go to:
<http://www.worldhighways.com/features/article.cfm?recordID=4550>.



Photos 1 & 2: Exposed Aggregate Pavement in Austria



Photos 3 & 4: Exposed Aggregate Pavement in Belgium





CO-SPONSORED BY:

The U.S Department of Transportation

Federal Highway Administration (FHWA)

Louisiana Department of Transportation and Development (LADOTD)

Louisiana Transportation Research Center (LTRC)

Determination of Coefficient of Thermal Expansion Effects on Louisiana's PCC Pavement Design

The Louisiana Department of Transportation and Development has released a report that measures typical coefficient of thermal expansion (CTE) values of Portland cement concrete (PCC) pavements and investigates the relationship between CTE and other critical variables. These variables include aggregate types, age of concrete, dimension of specimen, amount of coarse aggregate in mixture, relative humidity and concrete mechanical properties.



The objectives of this research were to:

- measure typical CTE values of concrete mixtures used for PCC pavement structures in accordance with the AASHTO TP 60-00
- investigate the relationship between CTE and other critical variables such as aggregate types, age of concrete, dimension of specimen, amount of coarse aggregate in mixture, relative humidity, and concrete mechanical properties
- assist in the implementation of MEPDG for PCC pavement design in Louisiana
- re-measure the CTE of the concrete specimens in accordance to the recently adapted AASHTO T 336-09
- find calibration factors to convert the CTE values measured by AASHTO TP 60-00 without further measurements

Three (3) aggregates widely used in Louisiana were chosen for the coarse aggregate of the concrete mixture, and CTE tests were performed to find the aggregate effects on CTE:

- Kentucky limestone
- gravel
- Mexican limestone

The recommendations for the coarse aggregate type in the mixture and maximum joint spacing in JPCP are provided based on the results of the MEPDG analysis.



Also calculated, were the curling stresses in the PCC pavement due to non-linear temperature and moisture gradients throughout the slab thickness. CTE is also measured at various ages (3, 5, 7, 14, 28, 60, and 90 days) for various coarse aggregate proportions (20, 64, 80 percent of coarse aggregates) and various relative humidities (between 30 and 100% RH) of specimens to verify the factor that has the most critical impact on CTE.

The tests concluded that Kentucky and Mexican limestones have a higher compressive strength and lower CTE value compared to gravel. Although both limestones satisfy the required compressive strength at 28 days (4000 psi), Kentucky limestone is considered to be a better coarse aggregate in a concrete mixture which is susceptible to thermal distresses in the PCC pavement due to its higher compressive strength and low water absorption. A future study can be focused on the nonlinear stress effect on curling and failure in PCC pavement.

To view the entire research steps, results, abstract and full report, please download a pdf at: http://www.ltrc.lsu.edu/pdf/2011/fr_451.pdf

TechBrief: Jointed Full-Depth Repair of Continuously Reinforced Concrete Pavements



This TechBrief describes both conventional methods and an alternative method for making full-depth repairs in continuously reinforced concrete pavements. The alternative method, which does not utilize continuous longitudinal reinforcement in the repair area, is suitable for repairing a single lane (or two of three adjacent lanes), and results in repair areas that have performed well after several years.

The South Carolina Department of Transportation (DOT) has developed a simple and innovative method for full-depth repair (FDR) of continuously reinforced concrete (CRC) pavements. This TechBrief presents some fundamental information about CRC pavement design and describes the methods that typically have been used for repair of CRC pavements.



I-95 jointed FDRs

The principal focus of the TechBrief is the South Carolina experience with repair of CRC pavements using a jointed FDR technique. To view the entire Tech Brief and download the pdf, please go to: <http://www.fhwa.dot.gov/pavement/concrete/pubs/hif12007/hif12007.pdf> For more information, please go to: www.fhwa.dot.gov/pavement/concrete

S.C. DOT developed simple & innovative method for full-depth repair (FDR) of CRC pavements



The Advanced Concrete Pavement Technology (ACPT) Products Program is an integrated, national effort to improve the long-term performance and cost-effectiveness of the nation's concrete highways.

CONFERENCE NEWS

Registration is Now Open for EUPAVE & CIMbéton "Dedicated Bus & Tram Lanes Seminar" in Paris, France



Registration has begun and will continue through May 25, 2012 for the "Dedicated Bus and Tram Lanes" Seminar hosted by the European Concrete Paving Association (EUPAVE) and The Cement and Concrete Information Centre (CIMbéton). This two-day (2-day) technical seminar and site visit will be June 7-8, 2012 in Paris, France.

June 7, 2012: An academic session will take place at Hotel Mercure, Porte de Saint Cloud, Paris, where today's public transport policies will be presented and 3 major projects in Paris will be highlighted.

Visit the Paris-Expo, EUROPEAN MOBILITY EXHIBITION 2012, Porte de Versailles, June 5, 6, 7:
The major European professional exhibition for all key players in public transport and sustainable transport solutions.

Evening: See the heart of Paris during the dinner on Bateaux Parisiens' entirely glassed-over boats which show the whole panoramic splendor along the River Seine!

June 8, 2012: Morning: Visit 2 of the bus and tram lanes work sites.

For a free visitor's badge and more information, please visit: <http://www.transportspubliques-expo.com/>

For information through e-mail, please go to: info@eupave.eu

For the full program and registration form in English, please go to:

http://www.eupave.eu/documents/paris_seminar_june_2012/invitation-and-registration-form-paris_7-8_june_2012-english.pdf?lang=en

For the full program and registration form in French, please go to:

http://www.eupave.eu/documents/graphics/paris_seminar_june_2012/invitation-and-registration-form-paris_7-8_june_2012-french.pdf?lang=en



CONFERENCE REMINDERS

Register by June 30th for the 23rd Annual Concrete Materials Computer Modeling & Durability Workshop

NIST The deadline for registration is June 30, 2012 for the 23rd Annual Concrete Materials Computer Modeling and Durability Workshop. The workshop will be held July 16-20, 2012 in Gaithersburg, MD, USA and will be hosted by the National Institute of Standards and Technology (NIST) and sponsored by the RILEM Educational Activities Committee (EAC).

To register online, please go to: https://www-s.nist.gov/CRS/conf_disclosure.cfm?conf_id=5142

For more information, please go to: http://www.nist.gov/el/building_materials/modeling-workshop.cfm

For accommodations, please go to:

http://www.nist.gov/el/building_materials/upload/WorkshopHotels.pdf

For questions, please contact: Mary Lou Norris, *Public and Business Affairs Office*

E-mail: marylou.norris@nist.gov | Phone: (301) 975-2002



International Conference on Long-Life Concrete Pavement (LLCP) 2012, in September



Registration successfully continues for the International Conference on Long-Life Concrete Pavements, to be held in Seattle, Washington, September 18-21, 2012.

This 2½-day conference is being organized by the Federal Highway Administration (FHWA) and the National Concrete Pavement Technology Center as part of technology transfer activities under the Advanced Concrete Pavement Technology (ACPT). Registration dates are:

Early	May 31, 2012
Late	July 31, 2012
Very Late	after July 31, 2012

CO-SPONSORED BY:

- American Asso. of State Highway & Transportation Officials
- American Concrete Pavement Association (ACPA)
- Concrete Reinforcing Steel Institute (CRSI)
- International Society for Concrete Pavements (ISCP)
- National Ready Mixed Concrete Association
- Portland Cement Association
- Transportation Research Board
- University of Washington
- Wa. State DOT

To register, please go to:

http://registeruo.niu.edu/iebms/wbe/wbe_p1_main.aspx?oc=40&cc=WBE4012096.

For the conference website, please go to: <http://www.fhwa.dot.gov/pavement/concrete/2012conf.cfm>.

For more information, please contact: Shiraz Tayabji, *Fugro Consultants, Inc.*

Phone: 410-302-0831 | E-mail: stayabji@aol.com

4th International Conference on Accelerated Pavement Testing to be Held September 19-21 in Davis, California, USA

Registration is underway for the 4th International Conference on Accelerated Pavement Testing: APT2012, sponsored by The Transportation Research Board Full-Scale and Accelerated Pavement Testing Committee (AFD40) and Co-Hosted by the University of California Pavement Research Center (UCPRC) and Illinois Center for Transportation.

Registration Dates are: Standard April 2- August 16, 2012
Late August 17 – September 10, 2012

Sponsored Student August 15, 2012 (a limited number for currently registered students and post-doctoral students within 18 months of graduation)

To register and for more information, please go to: <http://www.ucprc.ucdavis.edu/apt2012/>

For questions, please contact: David Jones, *Pavement Research Center, University of California, Davis*

Phone: (530) 754-4421 | E-mail: djjones@ucdavis.edu

For sponsorship opportunities, please contact:

Helen Bassham, *Conference Logistics Lead, Technology Transfer Program*

Phone: (510) 665-3628 | E-Mail: hbassham@berkeley.edu

Conference Co-Chair: Imad L. Al-Qadi, *University of Illinois Center for Transportation*

John Harvey, *University of California Pavement Research Center*

Angel Mateos, *CEDEX, Spain*



CALL FOR ABSTRACTS & PAPERS

Announcing Call for Abstracts for the Fifth North American Conference on the Design & Use of Self-Consolidating Concrete (SCC2013)

SCC2013

Abstracts are requested for papers for the Fifth North American Conference on the Design and Use of Self-Consolidating Concrete 2013 (SCC2013), which will be held May 12-15, 2013 at the Westin Michigan Avenue in Chicago, Illinois, USA. Papers should address recent innovation, application and production of Self-Consolidating Concrete (SCC).

Abstract submissions are due June 30, 2012 and must be less than 350 words. All accepted papers will be published in the conference proceedings, and selected papers will be published in a special issue of the *Journal of Cement and Concrete Composite*. The topics are intended to spark thinking about issues that might be addressed. Other topics that address the conference theme and SCC components will also be considered. For topics and abstract information, please go to:
<http://www.intrans.iastate.edu/events/scc2013/abstract/call-for-abstracts/>.

The 2013 event is to:

- demonstrate significant results and outcomes of recent research and practice of SCC as well as their benefits for our concrete industry, society and environment.
- uphold a platform to further address challenges and strategies for advancing the use of SCC.
- promote broader dialogue and greater interactions between international SCC researchers and users.

SCC2013 conference will be attractive to all engineers who are working with concrete materials; structure designers, owners and contractors; leaders and decision makers in construction companies and organizations; and researchers, educators and students who are interested or working in concrete materials.

For conference information, please go to:

<http://www.intrans.iastate.edu/events/scc2013/about/>

Conference Chairs:

Kejin Wang, *Iowa State University*:

E-mail: kejw@iastate.edu

Surendra P. Shah, *Northwestern University*:

E-mail: s-shah@northwestern.edu



IOWA STATE UNIVERSITY

Announcing Call for Papers for TRB 2013



The submission site for committee Calls for Papers for the 2013 TRB Annual Meeting is now open for your use at:

<http://pressamp.trb.org/CallForPapers/callsforpapers.asp>.

Please use the submission form and follow the instructions that are linked to it.

Paper submission deadline is August 1, 2012 and the site will remain open until August 1. Papers must be in PDF format and submitted by August 1. Authors are asked to add line numbering to their papers in their word-processing program (starting with number one on each page) prior to converting to PDF to facilitate the review process.

Categories for Papers include:

Administration and Management
Bridges and Other Structures
Data and Information Technology

Design
Education and Training
Environment
Freight Transportation
Hydraulics and Hydrology
Maintenance and Preservation
Materials
Operations and Traffic Management
Pavements
Pipelines
Policy
Railroads
Safety and Human Factors
Society
Transportation, General

Aviation
Construction
Deploying Transportation Research -
Doing Things Smarter, Better, Faster
Economics
Energy
Finance
Geotechnology
Law
Marine Transportation
Motor Carriers
Passenger Transportation
Pedestrians and Bicyclists
Planning and Forecasting
Public Transportation
Research (about research)
Security and Emergencies
Terminals and Facilities
Vehicles and Equipment

Subject area categories' descriptors may be found at:

<http://onlinepubs.trb.org/onlinepubs/am/calls/Subjects.pdf>

If you have any questions, please contact by e-mail:

Roger Schmitt: Roger.Schmitt@dot.myflorida.com

Sabrina Garber: sgarber@thetransecgroup.com.



IMPORTANT DATES:

Abstract due
June 30, 2012

Notification of
abstract acceptance
July 31, 2012

Full paper due
November 30, 2012

Early registration
for discount
February 4, 2013

Hotel reservation
(for special rate)
February 25, 2013
Conference

May 12 - 15, 2013
(Sunday-Wednesday)

UPCOMING EVENTS

**JUNE
2012**

9th International Transportation Specialty Conference
Part of the Canadian Society of Civil Engineering (CSCE) 2012 Conference
June 6-9, 2012 in Edmonton, Alberta, Canada
<http://csce2012.ca/>

EUPAVE - Dedicated Bus and Tram Lanes Seminar and Site Visit
June 7-8, 2012 in Paris, France
<http://www.eupave.eu/documents/news-items/20123101.xml?lang=en>

fib Symposium: Concrete Structures for Sustainable Community
June 11-14, 2012 in Stockholm, Sweden
<http://www.fibstockholm2012.se/>

Symposium on Advances in Pavement Mechanics
Part of the 2012 Joint Conference of the Engineering Mechanics Institute & 11th ASCE Joint Specialty Conference on Probabilistic Mechanics and Structural Reliability (EMI-PMC 2012)
June 17-20, 2012 in Notre Dame, Indiana, USA
<http://nd.edu/~emipmc12/>

International Congress on Durability of Concrete
June 18-21, 2012 in Trondheim, Norway
<http://www.icdc2012.com>

7th RILEM Conference on Cracking in Pavements
June 20-22, 2012 in Delft, the Netherlands
<http://www.rilem2012.org>

**JULY
2012**



3rd Advanced Workshop on Concrete Pavements
July 5-7, 2012 Lac Delage, Quebec, Canada
<http://www.concretepavements.org/3rdworkshop/>



10th International Conference on Concrete Pavements
Organized by ISCP
July 8-12, 2012 in Quebec City, Canada
<http://www.concretepavements.org/10thiccp>

**AUGUST
2012**

MAIREPAV7 Conference
August 28-30, 2012 in Auckland, New Zealand
<http://www.mairepav7.co.nz/>

**SEPTEMBER
2012**

SWIFT 2012 Conference and Trade Show
September 17 - 21, 2012 in Banff, Alberta, Canada
<http://www.swiftconference.org/>



FHWA ACPT International Conference on Long-Life Concrete Pavements
September 18-21, 2012 in Seattle, Washington, USA
<http://www.fhwa.dot.gov/pavement/concrete/2012conf.cfm>

7th Symposium on Pavement Surface Characteristics (SURF 2012)
September 19-22, 2012 in Norfolk, Virginia, USA
<http://www.cpe.vt.edu/surf2012/index.html>

4th International Conference on Accelerated Pavement Testing (APT 2012)
September 19-21, 2012 in Davis, California, USA
<http://ucprc.ucdavis.edu/APT2012>

For events taking place October through December, 2012 and in 2013,
please go to: <http://www.concretepavements.org/calendar.htm>.



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ISCP invites ISCP members and friends to submit articles and calendar items to the
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