A PUBLICATION OF FP² INC.
PAVEMENT PRESERVATION JOURNAL
FP²

Editorial Plan 2023

Environmental Sustainability, Resiliency of Preservation to Drive Editorial Content in 2023

With the *Infrastructure Investment and Jobs Act of 2021* (IIJA, also called the *Bipartisan Infrastructure Law*, BIL) now in effect, there's a new emphasis on the environmental sustainability and resiliency of pavement preservation.

That's why the environmental benefits and user reliability of preserved pavements will be a prime theme of the editorial content of *Pavement Preservation Journal* in 2023.

ENVIRONMENTAL BENEFITS

In addition to preservation's proven pavement life-extending potential, the environmental benefits of pavement preservation are manifest and are a major driver in adoption of preservation treatments among state, county and municipal agencies, and the contractors who place them.

In addition to cost savings to governments, pavement preservation utilizes up to 80 percent less of the earth’s non-renewable resources compared to conventional highway rehabilitation and reconstruction programs.

Both cold and hot in-place pavement recycling keeps material out of landfills and puts it back in the pavement, preserving limited landfill space and reusing aggregates that already have been surveyed, acquired, permitted, shot, crushed and screened and transported to the job site. In an era of difficult extraction permitting, this prolongs scarce virgin materials for more critical mix applications. Reclaimed asphalt pavement (RAP) also is used in thin asphalt surfacings and in preservation treatments.

By preserving and extending the life of pavements, preservation means less road work for the motorist and environment. Contractors get in and get out quickly.

And because freely moving traffic produces far fewer emissions than slowed or stopped traffic, the environment benefits from decreased emissions from fewer road work-related traffic jams, mobile construction equipment movement, and the endless procession of haul trucks. As a result pavement preservation also greatly decreases airborne particulate matter (PM) compared to new construction.

Also, transportation systems that perform before, during and after periods of increased stress or service disruptions due to climate or man-made events are said to exhibit resilience. Preserved pavements are resilient pavements, just when they are needed most.

SPOTLIGHT ON SUSTAINABILITY OF PRESERVATION

To this end -- in addition to our every-issue lineup of field application case histories, interpretive technical papers, news about the industry, tech transfer events and our quarterly departments -- supporters of FP^2 and stakeholders in the pavement preservation industry will contribute articles stressing the unique environmental benefits and resiliency of pavement preservation.

We will look at themes such as:

• How some organizations are **quantitatively measuring** the sustainability and eco-efficiency of preservation treatments

• How **preservation treatments lower emissions**

• How **carbon capture** can take place with preservation treatments

• How to use online calculators such as RoadResource.org to **measure the environmental savings and greenhouse gas reductions** between proposed preservation treatments and construction alternatives

• How materials and equipment manufacturers are **reducing their carbon footprints** and documenting it through Environmental Product Declarations (EPDs), and

• How the advent of **bio-based materials** complement conventional preservation roducts and add to their environmental sustainability and resiliency.

Please be a part of our exciting editorial program for 2023 by participating editorially and by supporting *Pavement Preservation Journal* with your advertising!

ABOUT FP^2 AND PAVEMENT PRESERVATION JOURNAL

FP^2 Inc. supports the adoption of pavement preservation at all levels of government, and works to ensure pavement preservation becomes a part of road programs from coast-to-coast. Please visit our web site (fp2.org) to learn more about pavement preservation, and view our quarterly magazine, *Pavement Preservation Journal.*

In 2023 FP^2 celebrates its 31st year of fighting for pavement preservation. Since 2007, FP^2 Inc. has published *Pavement Preservation Journal*, the only trade magazine in the United States to focus EXCLUSIVELY on pavement preservation principles and practice.

Pavement Preservation Journal is the official magazine of FP^2 Inc. This flagship quarterly magazine reaches those responsible for the management and preservation of pavements, including state, county, municipal and federal government agencies, plus contractor members of sponsoring associations such as the Asphalt Emulsion Manufacturers Association, International Slurry Surfacing Association, Asphalt Recycling & Reclaiming Association, International Grooving & Grinding Association, and consulting engineers and academia.

***Pavement Preservation Journal* also is available to readers in a fully interactive digital version, which complements the print format. Not only can our subscribers receive the print and digital editions of the magazine, the digital edition also is sent to additional readers with an interest in pavement preservation. Online users can browse articles and information, and can instantly access an advertiser's website.**

SPRING 2023
Editorial Deadline: mid-January, date to come

SUMMER 2023
Editorial Deadline: early April, date to come

FALL 2023
Editorial Deadline: late July, date to come

WINTER 2023
Editorial Deadline: early October, date to come

In every issue: *NCAT/MnROAD Preservation Study Update, D.C. Update, RoadResource.org Update, Profiles in Preservation, Supporter Showcase*

EDITORIAL GUIDELINES

Following are general criteria and guidelines for article submittals to *Pavement Preservation Journal:*

● For environmental sustainability and resiliency articles, please contact the editor for more information.

● For articles contributed by materials or equipment manufacturers, please focus on a field case history, first describing a user problem, and then how the problem was solved using the product or special technology. Emphasize problem-solving, rather than the product itself. Show how the problem was solved by the product's saving time, saving money, or doing something that was not otherwise possible.

● For articles describing a technology, e.g. thin-lift SMA or foamed asphalt, first describe the problem or situation in brief, and then relate how the technology applies to the problem. If possible bring in field applications or placements, and end with your conclusions, prognostications, etc.

Article Lengths:

600 words + 1 high-res jpg = one page in magazine

1,200 words + 2 high res jpgs = two pages in magazine

1,800 words + 3-4 high-res jpgs = three pages in magazine

Please try not to exceed 1,800 to 2,200 words, unless discussed in advance with editor. High-res images should have resolution of 300 dpi at the size they will run in print (4x5 in., 5x7 in., etc.).

Edited and/or published articles and images become the property of FP^2 Inc. and *Pavement Preservation Journal*. Please contact the editor (below) with any questions you may have, or if you plan to submit editorial material, and thanks in advance!

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