



Editorial Plan 2024

Environmental Sustainability, Resiliency of Preservation Content Continues in 2024

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

That's why the environmental benefits and user reliability of preserved pavements will continue to be a prime editorial theme of *Pavement Preservation Journal* in 2024.

ENVIRONMENTAL BENEFITS

In addition to preservation's proven pavement life-extending potential, the environmental benefits of pavement preservation and recycling are manifest.

Pavement preservation utilizes up to **80 percent less** of the earth's non-renewable resources compared to conventional highway rehabilitation and reconstruction programs.

Cold and hot in-place pavement recycling of pavements 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. Also, **reclaimed asphalt pavement** (RAP) 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 tailpipe 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 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 2024 supporters of FP² and stakeholders in the pavement preservation industry will continue our program begun in 2023 with articles stressing the unique environmental benefits and resiliency of pavement preservation. This will be 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.

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** complements conventional preservation products and add to their environmental sustainability and resiliency.

You can be a part of our exciting editorial program for 2024 by participating editorially and by supporting *Pavement Preservation Journal* with your advertising!

ABOUT FP² AND PAVEMENT PRESERVATION JOURNAL

FP² 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 2024 FP² celebrates its 32nd year of fighting for pavement preservation. Since 2007, FP² Inc. has published *Pavement Preservation Journal*, the only trade magazine in the United States to focus EXCLUSIVELY on pavement preservation and recycling principles and practice.

Pavement Preservation Journal is the official magazine of FP² Inc. This flagship quarterly magazine reaches those responsible for the management and preservation of pavements, including state, county, municipal and federal lands agencies; 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 2024

Our first quarterly issue will have two articles on how pavement preservation and recycling is environmentally sustainable, covering the efficacy of use of **RAP in Ohio chip seals**, and use of **inexpensive waste quarry fines** to stabilize unpaved roads. We'll also look at **low-volume road preservation** strategies in Illinois, and how diamond grinding **enhances longevity** of portland cement concrete pavements. And we will take you inside the offices of your legislators as FP² brings its advocacy program for pavement preservation and recycling to Capitol Hill.

Editorial Deadline: Monday, Jan. 15

SUMMER 2024

Our series of articles highlighting the *Environmental Sustainability of Pavement Preservation* continues with a field report on why **micro surfacing** is a valid treatment for remote, natural areas, and on the **status of training** in pavement preservation and recycling programs from coast-to-coast. We'll include full coverage—including extensive photography and all association news—of the annual meetings of the Asphalt Emulsion Manufacturers Association (AEMA), Asphalt Recycling & Reclaiming Association (ARRA), and International Slurry Surfacing Association (ISSA), held in February in Florida under the umbrella of the **Pavement Preservation & Recycling Alliance (PPRA)**.

Editorial Deadline: Monday, April 8

FALL 2024

In addition to our environmental sustainability content, our Fall issue will examine **cold-weather preservation** and maintenance, including pre-cold-season **joint and crack sealing**, and pothole patching, focusing on new equipment and materials. We'll cover a new report on *Incorporating Maintenance Costs into a Transportation Asset Management Plan* from the National Cooperative Highway Research Program, and look at **crowd-sourced pavement condition reporting** utilizing smart phone data. And we will update you on **FP²'s advocacy "inside the Beltway"** as part of the annual May Transportation Construction Coalition (TCC) Fly-In.

Editorial Deadline: Wednesday, July 10

WINTER 2024

In Winter 2024 we'll continue our year-long emphasis on the *Environmental Sustainability of Pavement Preservation*. We'll explore how today's technologies are leveraging pavement management and preservation productivity with articles such as pavement condition **surveys using drones** and **high-tech work zone innovations**.

Editorial Deadline: Tuesday, Oct. 1

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 to discuss.
- 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 provide an overview of the situation in brief, and then relate how the technology applies to the situation or problem. If possible introduce 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 FP² 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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