

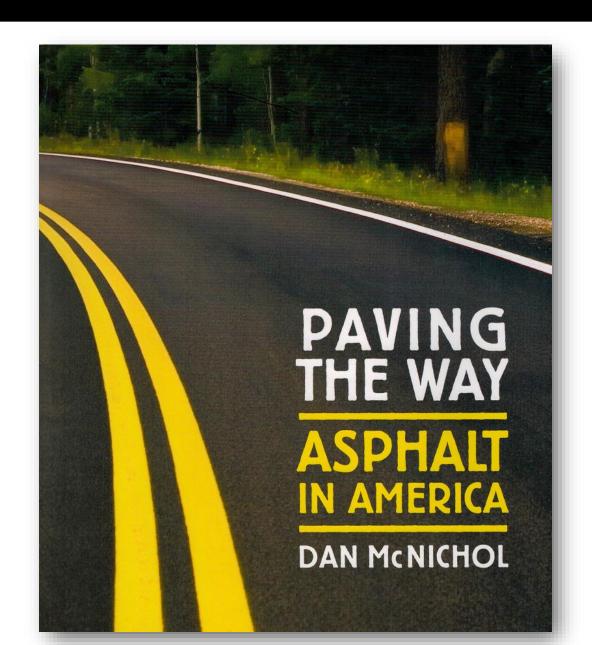
Asphalt Institute

a look back

Wayne Jones, P.E. Senior Regional Engineer



A brief history...



- First successful asphalt pavement
 1870-Newark NJ City Hall
- Pennsylvania Ave partially reconstructed with asphalt
 1876 for the centennial

A brief history...





Trinidad Lake Asphalt





Refining asphalt ...



- Superior to mined deposits in Venezuela, Trinidad
- Asphalt surface treatments, penetration macadam, sheet asphalt, A/C mixes
- Large variety of grades





The Asphalt Institute



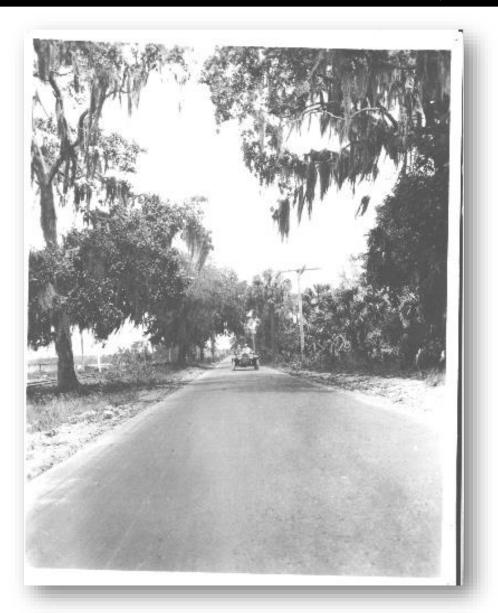
- Founded on May 16, 1919 at the Union League Club in NYC
- 11 original members
- Well timed;
 - WWI ended
 - Public clamor for better roads
 - Rapid advance of the automobile



Proper use of asphalt...



- 102 grades to 9
- Efforts to pave farm to market roads
 - Local aggregates & cutbacks
 - AI \$100k promotional campaign
- Engineering conferences
 - Promoting low cost roads



Mission clarification; 1929



"actual promotion of asphalt in the sense of personal participation in local paving jobs will not be a feature of Association work but will be left to competitive effort by the various producers and contractors."

"the Association's efforts will be directed wholly along sound technical, engineering, educational, scientific and informational lines."

1930's; the depression...



- Pacific Coast members
 - Office in San Francisco (1932)
- Civil Aeronautics Administration (CAA) established
- Expansive use of cutbacks
- Invention of self-propelled paving machines





Post WWII; Move to DC



- ME and NJ Turnpike
 - Chose asphalt!
 - Other states follow suit
- Al engineers promoted sound engineering principles
- January 1955
 - Moved to University of Maryland,
 College Park Campus

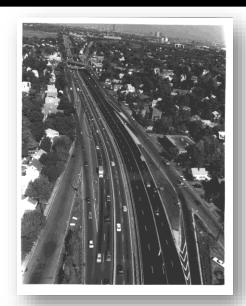




The US Interstate System...



- The Federal Aid Highway Act of 1956
 - "...the biggest public works program ever undertaken..."
- Promotion of the "Velvet Ride"
 - ENR, Saturday Evening Post, Life, Good Housekeeping, and the WSJ





Full Depth Asphalt®...



- Stabilized asphalt base
 - Lowered stress on subgrade
 - Reduced total thickness
 - Very economical
 - Improved in-place compaction
- Non-traditional uses
 - Ports
 - Hydraulic structures
 - Recreational

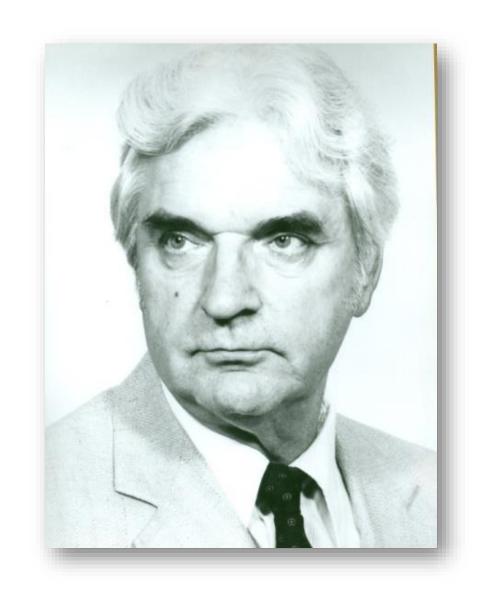




Penetration to Viscosity Grades



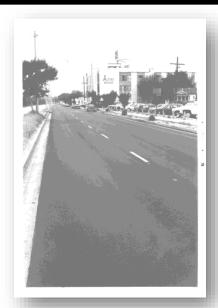
- Early 1970's
- Led by Al research engineers (V.P. Puzinauskas)
 - Better control of temperature susceptibility
 - More realistic measurement of behavior at 60C



1970's – 1980's; rehabilitation



- Focus shift
- Emulsions (BAEM)
- Training "explosion"
- Rubblizing/Crack & Seating
- Pavement Management Systems
- Major Al staff downsizing
 - ∘ (200 40) in mid-80's





Move to Lexington



- 1989; UK partnership, Al's Building
- SHRP & Superpave Asphalt Technology



Our Mission



Through education, engineering, technical development, environmental stewardship and marketing leadership, the Asphalt Institute promotes the safe use, benefits and quality performance of petroleum asphalts in a unified voice for our membership.

Areas of Strategic Focus



Member connectivity –

A catalyst for member engagement through meetings, programs and communications

Asphalt promotion –

National, regional and local marketing efforts to increase the use of asphalt

Health, safety & environmental oversight -

 Leveraged sweat-equity and strategic partnerships to achieve solutions to longer-range challenges

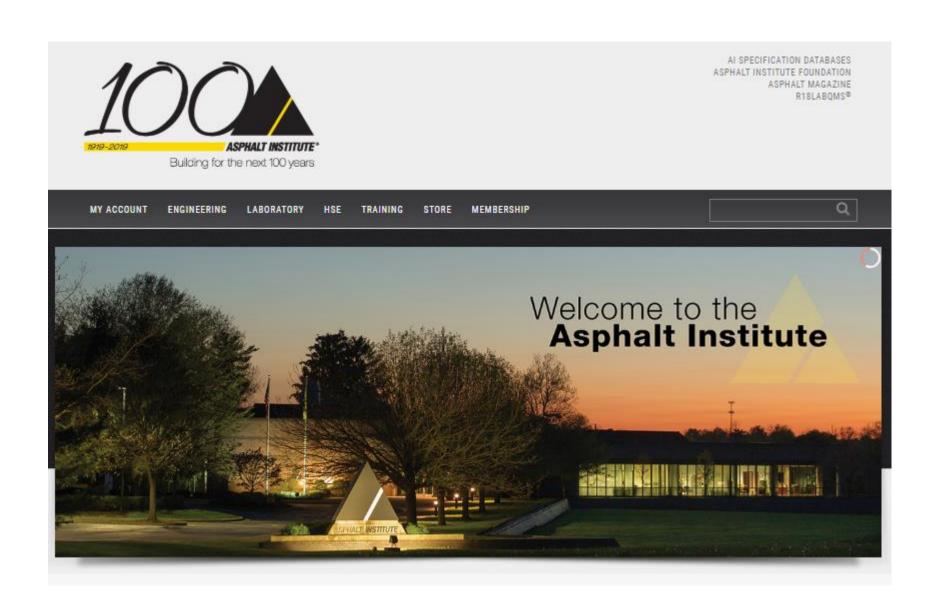
Technical leadership -

 Professional engineering, research and testing that shapes specifications, standards and public policy.

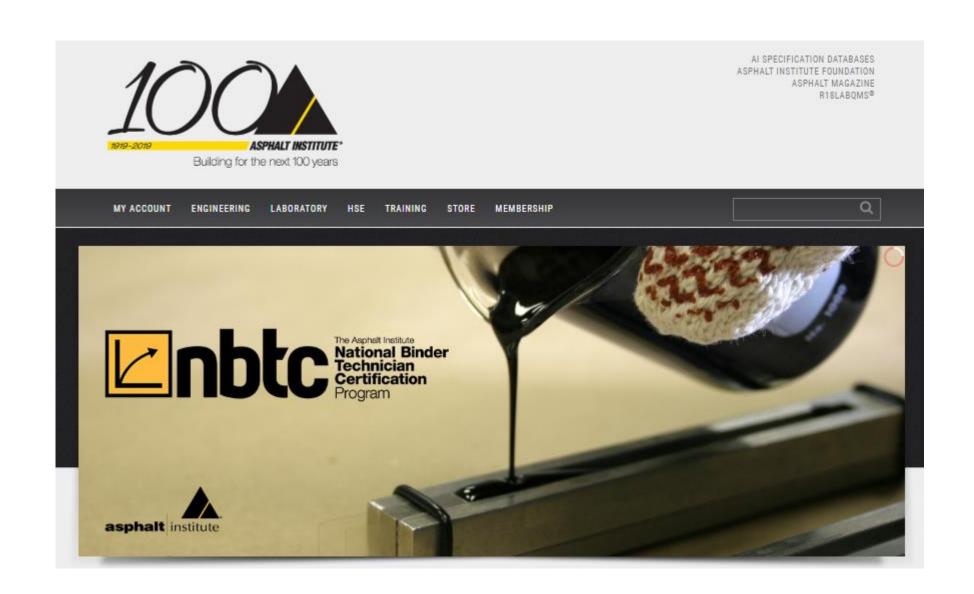
Educational expertise –

Training and publication of the latest advancements in asphalt technology





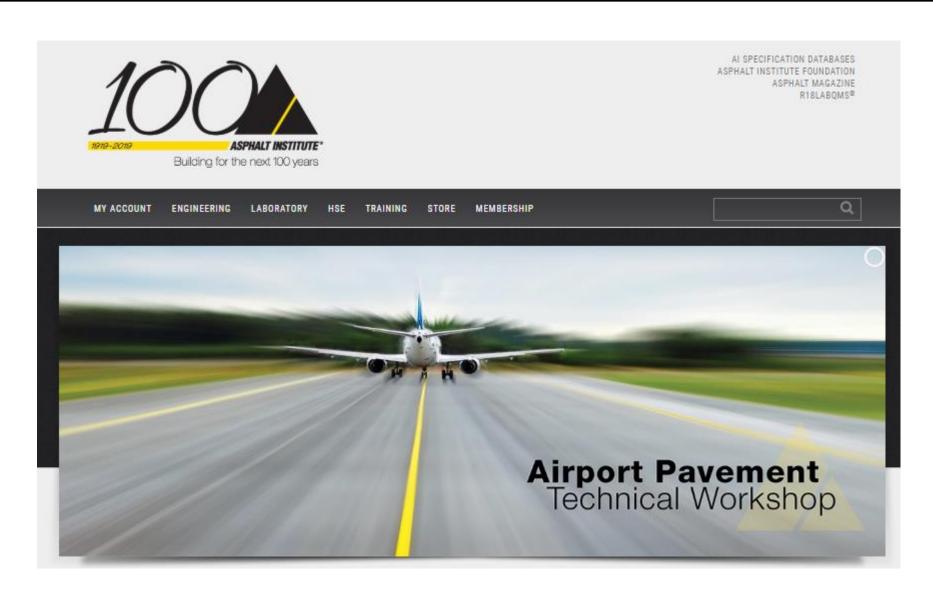




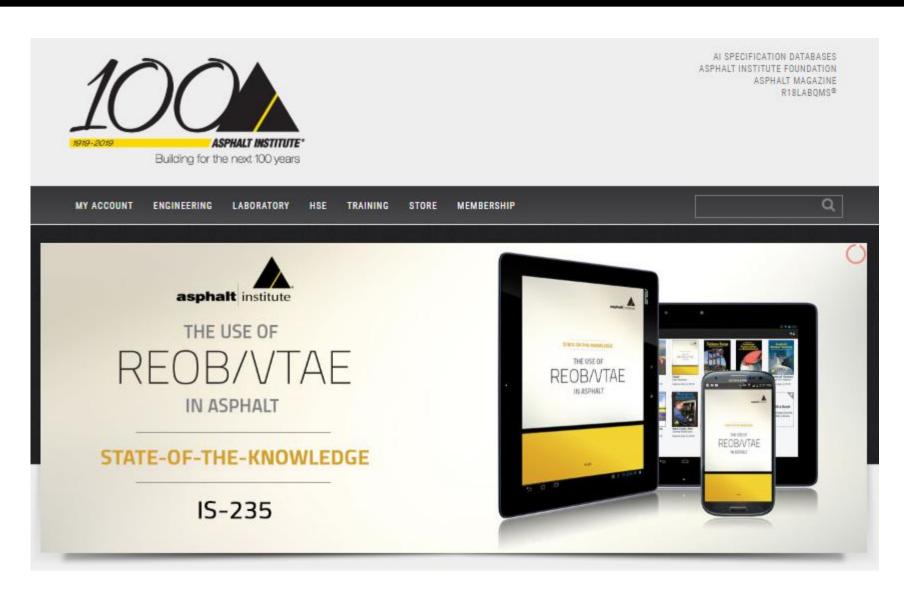




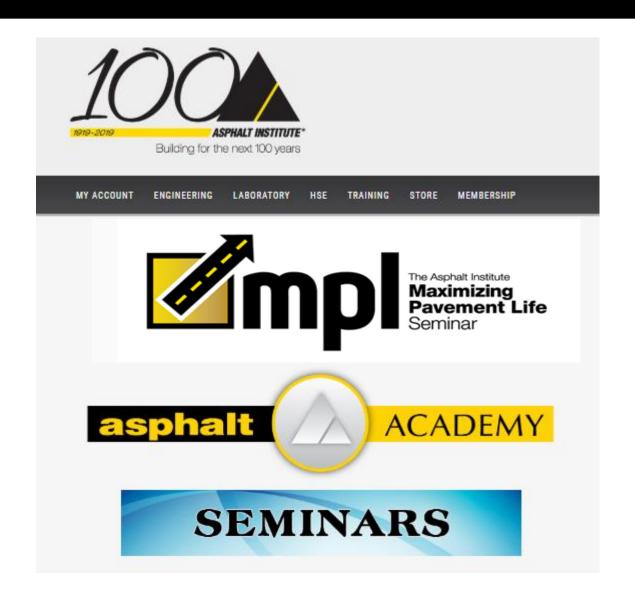












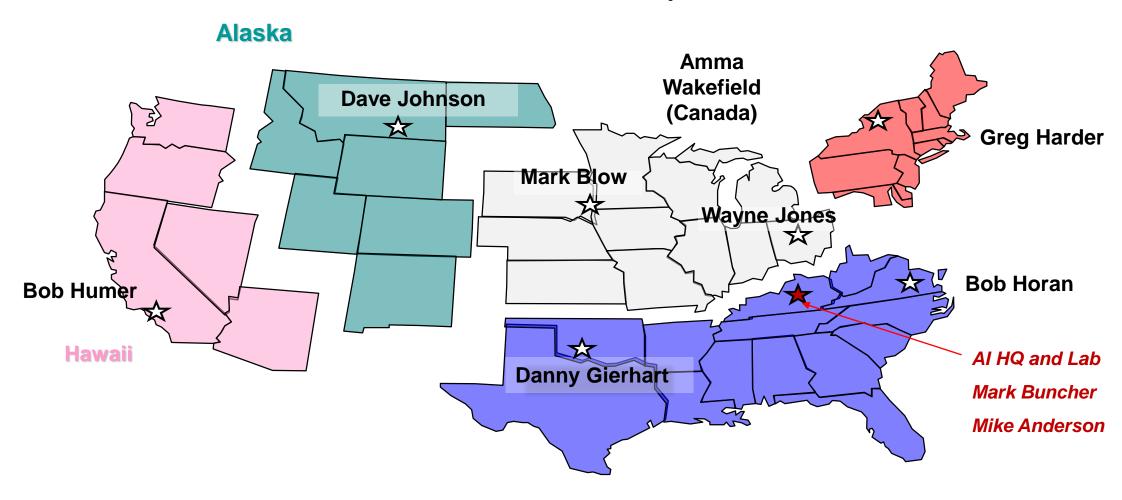




Regional Engineers



User Producer Groups



2018 AI Members...



Global, International, Regular, Associate and Canadian members



































BLACKLIDGE

























































































SWtgroup











Affiliate and Commercial members





















































KOKOSING KRATON





























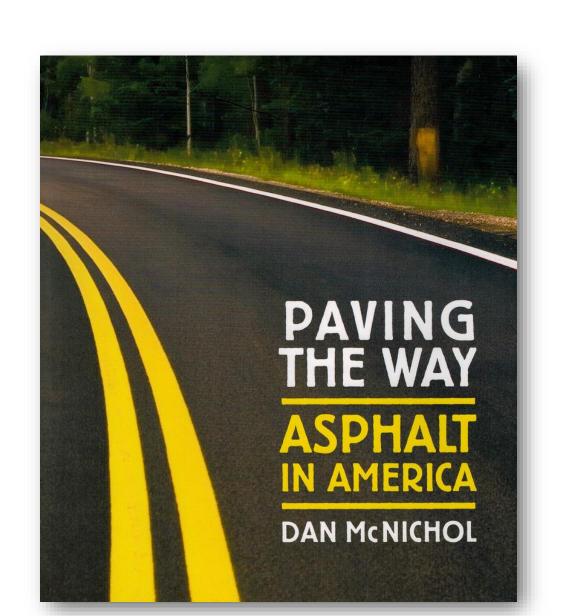














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ASPHALT PAVING CONFERENCE—1929

FIFTH SESSION

OCTOBER 31, 1929. 10 O'CLOCK A. M.

MAJOR FRANK M. KENNEDY, CHIEF, BUILDINGS AND GROUNDS DIVISION, OFFICE, CHIEF OF AIR CORPS, U. S. ARMY, WAR DEPARTMENT, WASHINGTON, D. C., PRESIDING

CHAIRMAN F. M. KENNEDY: We will have for the subject under discussion this morning, the question of airport paving. This should be of unusual interest to all of you gentlemen who are connected with asphalt and the paving industry, for the reason that it presents so many interesting technical problems. It is a subject that, in its future, has possibilities for an enormous amount of business that should interest every one. To start the discussion this morning, we have a paper entitled "Standard Paving for Airports," by Mr. R. H. Simpson, chief engineer, Department of Public Service, Columbus, Ohio.

Standard Paving for Airports

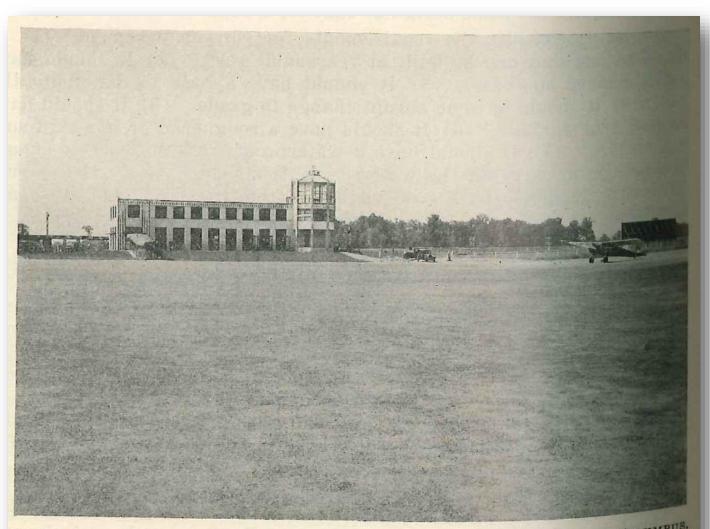
By R. H. Simpson, Columbus, O.

Chief Engineer, Department of Public Service, City of Columbus

The development of air transportation in the United States during the past two years is the outstanding achievement in this country for this period. The advance in this industry is almost unbelievable. Almost overnight millions of people have become interested in aviation.

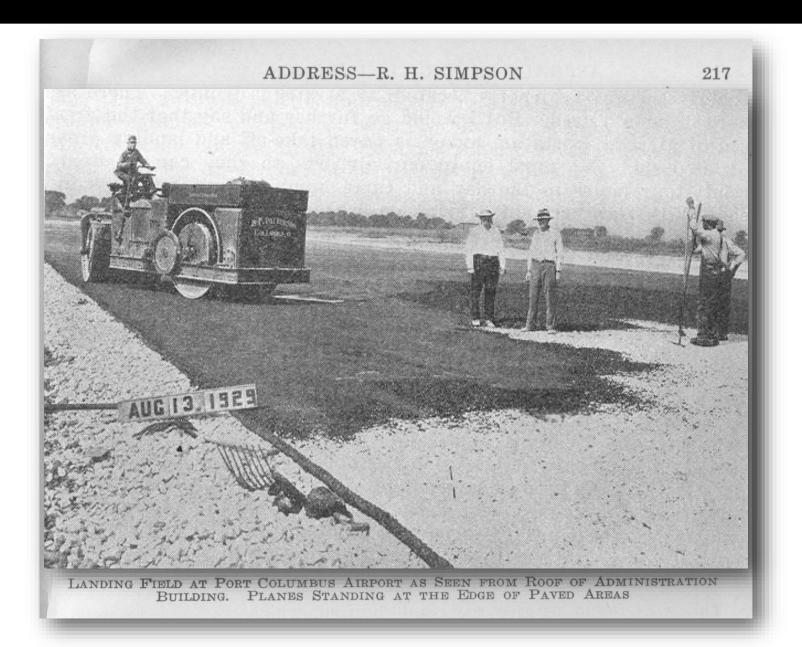
PA





PAVED LOADING PLATFORM FOR AIRPLANES AT PORT COLUMBUS AIRPORT, COLUMBUS, OHIO. ADMINISTRATION BUILDING AND PASSENGER STATION IN THE DISTANCE





The Asphalt Institute





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