18th Annual

Conference and Workshop
Providing the Tools for Better Asphalt Performance

St. Petersburg, Florida
Hilton Bayfront
February 7-9, 2017
Our thanks to the following companies who have provided sponsorship funding for the conference:

John Casola, AMAP Conference Program Chairman
Cindy Prewett and ECF, Inc., Accounting & Finance Advertising Graphics, Program Graphics & Design

And many thanks to the AMAP support team for making this Conference possible:

Katrina Tohle and Pegasus Planning, Event Planning & Organization
Brian Hirt and CTC & Associates, Communications & Promotion
AMAP Mission Statement

Better Roads from Better Technology

AMAP will promote the highest standards of quality and performance in modified asphalt products.

AMAP will inform and educate owners, contractors and specifying agencies about the economic and performance benefits of modified asphalt binders and materials for improved pavement performance.

As an Association we shall:

Be a consolidated voice on issues pertaining to modified asphalt that will grow the industry.

Encourage User-Producer agencies to adopt higher performance modified asphalt binders.

Evaluate without bias and communicate advancements in modified asphalt technologies.

Promote standardization of asphalt binder and material testing procedures.
On behalf of the Association of Modified Asphalt Producers, welcome you to the 18th Annual Conference, to be held this year in (hopefully) warm and sunny St. Petersburg. I encourage you to include visits to the areas nearby attractions to enjoy some fishing, golf or even the Dali museum that’s near the hotel.

On Tuesday, we are excited to once again offer the AMAP Modified Asphalt Workshop from 10am-5pm with added sections. This unique seminar presents information on the basic chemistry of asphalt and asphalt modifiers, as well as information on various modified asphalt systems, testing procedures and the proper use and handling of these materials in the field. The training course is conducted by some of the best experts in the field of modified asphalt and modified asphalt testing and includes opportunities to ask questions.

Wednesday will start off with a keynote address from Robin Cole, formerly of the Pittsburgh Steelers and asphalt contractor. In the morning, you should look forward to hearing about the asphalt industry from several asphalt associations that we hope will give a diverse view of changes coming our way. During our luncheon, we will announce our Dave Jones Scholarship winners, then hear about new developments in emulsions and changes at some of the state DOTs as part of the afternoon sessions.

Immediately following the Wednesday presentations, we’ll have the annual Business Meeting for AMAP members. Also, on Wednesday during our reception, we will honor Mike O’Leary with AMAP’s Lifetime Achievement Award and induction to the AMAP “Asphalt Industry Hall of Fame” for his dedication and contributions to our industry.

Thursday will include updates to what is going on in the ETG meetings as well as specification changes and updates from the Asphalt Institute and NCAT, plus information about several state agencies. The afternoon sessions will cover new innovations in asphalt technology.

AMAP is the only organization solely dedicated to sponsoring research on the performance benefits of modified asphalts and to promoting the proper use of modified asphalt materials in the paving industry. With infrastructure needing continuous updates, we need to focus the asphalt industry on longer lasting solutions to achieve the best balance between cost and performance.

Our impact grows as our membership grows so if your company is not already a member of AMAP, I urge you to join us to make a difference for the industry and your organization.

Thank you for attending and supporting AMAP and enjoy your stay in St. Petersburg.

Sincerely,

Hal Panabaker, President
Association of Modified Asphalt Producers
Welcome to St. Petersburg and the 18th Annual AMAP Conference & Workshop.

Each year we come together to discuss innovations, technologies and methodologies; advances in asphalt modification that may help our quest to deliver quieter, safer, longer lasting pavement systems at lower cost per lane mile.

AMAP’s program committee, once again, has succeeded in assembling an outstanding group of presenters who will showcase successful use of modified asphalt innovations and the latest information on technology, testing and materials.

Our goal, as stated on the cover of this program, is to provide you with informational tools that will help address the need for better highway infrastructure. We have also provided ample opportunity to network and exchange views with others in our industry and meet with our vendor exhibitors.

By the end of the conference, I hope you come away with a better set of tools and their use in creating better asphalt value and performance.

If your company is not currently a member of AMAP, I hope you will consider joining our association and helping us meet our common mission of providing Better Roads from Better Technology.

Sincerely,

Jim Sattler, Executive Director
Association of Modified Asphalt Producers

Join me in welcoming our Newest Members

- American Heating Company
- Americas International
- Anton Paar USA
- Bergkamp Bituminous Solutions
- Cannon Instrument Company
- Doha Technical Laboratories
- Husky Oil Operations Limited
- InfraTest USA Inc.
- Vecenergy
- El Paso Rubber Recycling Inc
- University of Calgary
- Sasol Performance Chemicals
Modified Asphalt
Hall of Fame Lifetime Achievement Award

The asphalt paving industry can be proud of the advances it has made in providing economical, life highway infrastructure. Each year, AMAP selects an individual it believes had contributed a significant body of work to the betterment of the asphalt industry. AMAP honors this individual with induction into the AMAP Asphalt Hall of Fame and is presented with their Lifetime Achievement Award.

The Honor Roll of recipients includes:

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<tr>
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<td>Thomas Kennedy, PhD.</td>
<td>2012</td>
<td>James Collins, PhD.</td>
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<td>David A. Anderson, PhD.</td>
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<td>2009</td>
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<td>Carl Monosmith, PhD.</td>
<td>2017</td>
<td>Michael D. O’Leary</td>
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<td>2011</td>
<td>Jean-Pascal Planche, PhD.</td>
<td>2014</td>
<td>Robert Berkley</td>
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A History of the Association of Modified Asphalt Producers

In 1997 there were only a handful of modified asphalt producers in the United States. Most were small entrepreneurial companies seeking to insert themselves into, what they saw as, the future asphalt binder market. Little was known, outside of the academics, DOT officials and other SHRP researchers, about the superior performance of Superpave using modified asphalt binders, as the Strategic Highway Research Program Implementation Program was in its infancy and many states and agencies were just beginning to accept the new rheology testing and Superpave program.

Bob Berkley was just beginning operation of Polymer Asphalt Products in St. Louis, MO. The Missouri market for polymer modified binders was only 6,000 liquid tons per year, far from an amount to support a million dollar plant that he had just erected in the Clark Refining Terminal in St. Louis.

Berkley knew a few of the existing producers, and thinking that in order for this new industry to grow it would take a combined effort from all the producers to educate the consumer transportation departments and other agencies to the dramatic improvements derived from following the Superpave system and utilizing modified binders in their paving programs.

The subject was broached one snowy night in Washington DC at the Transportation Research Board meeting, while snow accumulated to 24 inches outside of the hotel. It was decided in the cozy bar that someone should follow up on that idea.

In the Summer of 1998, Berkley called a group of producers known to him and suggested they all join together to form an industry association dedicated to growing the modified binder industry.

On December 1, 1998, a group came together in a hotel in St. Louis and over a two day period formed AMAP, the Association of Modified Asphalt Producers.

Berkley was elected president, a role he filled for two years. The AMAP office was temporarily housed in the Polymer Asphalt Products office in St. Louis, with one of their staff doing part time work as bookkeeper and secretary.

The first annual meeting was held at the Hyatt Union Station with John Casola heading the agenda committee, a position he has held admirably every year since. Bob McGennis was elected president in 2001.
Robin Cole, a 12 year veteran linebacker for the Pittsburgh Steelers, will keynote the 18th Annual AMAP Conference. A first-team All-American at the University of New Mexico, Robin was the #1 first round draft choice of the Steelers in 1977 and was part of the famous Steel Curtain Defense. He played on two winning Super Bowl teams, XIII and XIV and was elected to the Pro Bowl in 1984. On a team loaded with linebacker talent, many of his peers consider him one of the best ever to play the game.

Robin is an entrepreneur and trained at the Ford Motor Institute to be a dealer. In addition, he has served on several charitable boards, including The American Heart Association, The March of Dimes, Big Brothers/Big Sisters and others. He is a lifetime member of the NAACP and is the Founder and President of the Obediah Cole Foundation, named after his father. The mission of the Foundation is to save lives by educating people about prostate cancer, bringing awareness to prostate cancer and free PSA testing. Mr. Cole is a prostate cancer survivor.

Come join us and hear Robin’s inspirational message about his time in the NFL, life and even his ties to the asphalt industry.

Keynote Topic:

› Preparation + Implementation = Success
Wednesday, February 8

Session 1 – Modified Asphalt: Paving the Way to the Future of the Asphalt Industry

➤ The Asphalt Pavement Alliance – Delivering Asphalt Value

Amy (Murray) Miller  
National Director  
Asphalt Pavement Association

This presentation will discuss the mission and structure of the Asphalt Pavement Alliance as well as a new regional approach to the Asphalt Pavement Alliance’s strategic vision. Learn how the Alliance is being transformed to bring its research and marketing assets closer to the owners by engaging asphalt partners across the country.

➤ Asphalt Institute’s Vision for the Asphalt Industry

Peter Grass  
President  
Asphalt Institute

Pete will give an update, in broad terms, about the liquid asphalt market historically using 2015 market data. He will also give us a look into the current activities of the Asphalt Institute including the recent work of their Asphalt Institute Foundation’s plans to host a Strategic Asphalt Research Symposium (STAR) in May.

➤ NAPA Update: Leading the Way & Meeting Challenges

Dr. Audrey Copeland  
Vice President  
National Asphalt Pavement Association

This talk will provide an overview of the asphalt pavement market and national issues that the industry is facing. The focus of the talk will be NAPA’s partnerships and efforts to meet the challenges and advance the industry through scientific research, engineering, legislative activities, and marketing. The latest products and deliverables available to the industry will be highlighted.

➤ Making America’s Highways Great Again; Federal Funding Update

James Moulthrop  
Executive Director  
FP2 Inc.

In December of 2016, Congress passed the Fixing America’s Surface Transportation (FAST) act. The bill authorized $281 billion to boost highway spending over five years through September 30, 2020. This is the first highway reauthorization bill, over two years in length, which Congress has passed in more than ten years. Passage of this bill provided much needed certainty to the industry, state and local transportation agencies and highway users.

One issue that continues to be problematic is the permanent funding of the Highway Trust Fund. It is estimated that transfers from the General Fund in 2020 will exceed $100 billion unless Congress finds a solution to the transportation funding problem. The President-Elect has indicated a desire to launch a massive infrastructure program but funding it will be a major effort.

➤ Balanced Mix Design: A Formula for Success

Dr. Shane Buchanan  
Asphalt Performance Manager  
Oldcastle Materials

In recent years, transportation agencies have implemented various solutions to observed pavement durability problems. While these solutions may work in some instances, a better formula for success is to utilize a Balanced Mix Design (BMD) system, using appropriate mixture performance testing/criteria, to design the mix for the intended application and service requirement. Today, several BMD approaches are being utilized by agencies. These BMD approaches and accompanying performance testing will be discussed along with an update of related national research activities.
Session 2 – How Owner/Agencies Make Sense And Save Dollars With Modified Asphalt

▶ Advantages of using a Modified Emulsions in Asphalt Pavement Preservation Applications

Barry Baughman
Technical Director
ULTRAPAVE Corp.

The benefits of modified emulsions are expanding the use of emulsions today. With tight paving budgets, high quality preservation products will keep suppliers competitive. This presentation will discuss the “how and why” of modified emulsions.

▶ Why NY State is going 100% Modified

Mike Guerin
Senior Vice President
Suit-Kote Corp.

New York State has dramatically increased their use of modified asphalt binders over the last five years. This presentation will look at the reasons for this significant shift.

▶ Paving Colorado With Modified

Todd Genovese
Director of Technical Services
Martin Marietta Materials, Inc.

Colorado has utilized a variety of PMA’s for many years, by the DOT and small municipalities alike. A brief history of these statewide experiences will be shared in the presentation, as well as a current state of practice. The remainder of the presentation will focus on the experiences and perspective from an HMA producer and paving contractor’s vantage point. The current Martin Marietta asphalt and paving business in Colorado, owned and operated by Lafarge prior to 2011, has produced or placed most of the PMA varieties in Colorado over the last 15 years, including the blending of the PMA’s as well.

Thursday, February 9

Session 3 – Specifications and Technical Updates: What You Need to Know Today

▶ FHWA Expert Task Groups Status Report

Matt Corrigan
Federal Highway Administration

Matt is an Asphalt Pavement Engineer with the FHWA Office of Pavement Technology. He has authored numerous papers and has a presentation on warm mix and other changes in asphalt technology. He currently serves as Director At Large for the Association of Asphalt Pavement Technologists.

▶ Industry Progress & Future Trends

▶ Asphalt Mixture Crack Testing: A summary review of current practices

Mike Anderson
Director of Research and Laboratory Services
Asphalt Institute

Mike Anderson’s first presentation will focus on laboratory testing of modified asphalt binders and mixtures and trends for use and specifications. His second presentation will focus on the varied asphalt mixture cracking tests currently in use and their applications for characterizing asphalt mixture performance.

▶ The Secret to Beating PCC: Life Cycle Cost Analysis Made Simple

Hal Panabaker
Sr. Account Manager
DuPont

What is the economic cost of using modifiers and additives in pavements? This presentation will summarize how changes to the estimated life of a road affect the cost/benefit balance using simple financial analysis.
Session 3 (continued)

Base Asphalt Variability: a challenge but innovative characterization approaches help!

Jean-Pascal Planche, PHD
Vice President
Western Research Institute
Dr. Jean-Pascal Planche (JP) is currently the Senior Vice President of the Asphalt and Petroleum Technologies business unit of the Western Research Institute established at UW in Laramie, Wyoming. His team develops solutions for asphalt material users and suppliers, both for paving and roofing applications. Prior to his current position since 2010, Dr. Planche had been working in the field of asphalt binders for Elf and then TOTAL, two major French oil companies that merged in the late 90’s, first as a research engineer, then a R&D project leader, finally as the bitumen research coordinator for TOTAL Refining and Marketing worldwide.

What’s New with the MSCR Specification (AASHTO T350)

Dr. John D’Angelo
President
D’Angelo Consulting
Several highway agencies have adopted the MSCR specification over the past year. In general, this has been a smooth transition. However, in a few locations, issues have arisen leading to a rocky transition. One of the major issues involves the criteria for Jnr diff. This is the parameter that limits the amount of shear yielding allowed when going from low stress to high stress loading. Several new concepts are being explored to better evaluate the potential for stress sensitivity and how to apply it in the specification. This presentation will discuss these concepts and provide insight to possible specification adjustments.

Session 4 – How Owner/Agencies Make Sense and Save Dollars with Modified Asphalt

HiMA Mix for Structural and Preservation Applications at NCAT and MnROAD

Dr. Buzz Powell
National Center for Asphalt Technology
Buzz earned a Ph.D. in Civil Engineering at Auburn University with an emphasis in pavements and geomaterials. He worked for 12 years with the Alabama DOT and 2 years in the private sector before becoming NCAT’s Test Track Manager in 1999. He has been an Assistant Director at NCAT since 2007.

West Virginia Coal Trucks and Grooves That They USED to Ride In

Travis Walbeck, PE
Asphalt Group Supervisor/Pavement Engineer
West Virginia Division of Highways
West Virginia is known for coal production and rugged terrain. The narrow roads winding along creeks see thousands of coal trucks annually. Soft binders, slow moving loads, and intersection had led to ruts that were a hazard in places. Polymer modified asphalt binders was one of the key factors used to practically eliminate the problem.

Perpetual Pavements: Why and How

Dr. David Newcomb
Division Head, Materials and Pavements
Texas A&M Transportation Institute
Dr. Newcomb joined the Texas A&M Transportation Institute in September of 2011 and is the Division Head for Pavements and Materials. Prior to joining TTI, Dr. Newcomb was the Vice President–Research & Technology for the National Asphalt Pavement Association from 1999 to 2011. He received his Ph.D. at the University of Washington in 1986, and his B.S. and M.S. degrees at Texas A&M University in 1977 and 1979, respectively. He is a registered professional engineer in the state of Texas.
Session 5 – Modified Asphalt Innovations

Asphalt Innovation – Mapping out the Future

Dr. Laurand Lewandowski
Director, Asphalt Innovation
Owens Corning Corp.

David Ploense
Senior Engineer
Owens Corning Corp.

This presentation will focus on the challenges that we face in the asphalt roofing and paving industry as we move towards the future. Key highlights will be the drive to move to Performance Based Specifications in Asphalt Coatings. The translation of technology from paving industry to the roofing industry.

David Ploense studied chemistry and mathematics at Illinois State University in Normal, IL and completed his degree at the University of St. Francis in Joliet, IL. He was raised in the Chicago area but has lived all over the United States, now residing once again in the Chicago suburbs.

Combined Effect of SBS/DVR/CR Modification on PG and Rutting Resistance of Asphalt Binders

Dr. M. Emin Kutay
Associate Professor of Civil & Environmental Engineering
Michigan State University
Authors: M. Emin Kutay, Ph.D., P.E. and Salih Kocak, Ph.D.

Recycled tire rubber (RTR) modified asphalt binders have been accepted/specified by many roadway agencies through special provisions. This is due to the fact that the current Performance Grading (PG) system is not approved/designed for use in traditional RTR modified binders (e.g., CRTB – Crumb Rubber Terminally Blend and CRWet – Crumb Rubber Wet processes). Since most RTR modified binders are essentially suspensions, it has been claimed that the amount and size of the particles may affect the results in the parallel plate geometry used in the Dynamic Shear Rheometer (DSR). One of the recently re-introduced crumb rubber modified asphalt technologies is the so-called “Partially De-Vulcanized Rubber (DVR)”. The primary advantage of DVR is that, when mixed with asphalt binder, the rubber particles completely dissolve within the binder (similar to a polymer-modified binder). The final product, i.e., the DVR modified binder is a complete fluid, not a suspension. As a result, the PG system can be applied to specify a DVR binder.

New Jersey’s Rap & Modified Project Considerations

Dr. Thomas Bennert
Professor
Rutgers CAIT

Thomas has more than 13 years of research and practical experience in asphalt materials and flexible pavement engineering. He is program director for CAIT’s Pavement Resource Program (PRP). Under his supervision, the Rutgers Asphalt Pavement Laboratory (RAPL)—the main testing facility of PRP—has grown to be one of the country’s leading asphalt research labs. He also is an instructor for the National Highway Institute (NHI) course NHI 131045, Hot Mix Asphalt Materials, Characteristics, and Control. Bennert has served as principal investigator, co-principal investigator, or program manager on several projects involving warm mix asphalt (WMA) and recycled asphalt pavement (RAP).
Hail to the Ambassador: AMAP to Honor Mike O’Leary with Lifetime Achievement Award.

We are very pleased to announce that Michael D. O’Leary is the 2017 honoree for AMAP’s Lifetime Achievement Award and will be inducted into the AMAP Modified Asphalt Hall of Fame. There will be a reception in his honor Wednesday evening February 8th during AMAP’s Annual Conference.

Mike’s career began in 1975 in Terre Haute, Indiana, working for Bituminous Materials, which at the time was a licensee of K.E. McConnaughay. In 1980 he struck out for warmer climes in Texas, where he became VP for Southwest Emulsions and successfully commercialized a wide range of new polymer-modified emulsions. When Southwest Emulsions was acquired by Elf Asphalt in 1983, Mike was appointed to VP of their Western Region, where he was responsible for the creation, development, and expansion of the polymer-modified bitumen market across the western states. His work in the western USA helped usher in the dawn of polymer-modified bitumen usage across North America, as did his leadership at this time in the AASHTO-AGC-ARTBA Joint Cooperation Task Force 31, which created the first specifications for polymer-modified bitumen in 1991. History will show that Task Force 31 was an immediate predecessor to SHRP program and development of the PG grading system and Superpave mixtures. When Koch Materials acquired Elf Asphalt in 1993, Mike became their Western Region Leader, where he continued his mission to expand polymer modified bitumen usage, perhaps best represented by his region’s blitzkrieg capture of pavement preservation markets through utilization of the premier polymer-modified Ralumac micro-surfacing and ultra-thin bonded wearing courses (in the latter, both the tack and the overlay components are based on highly modified PMB technologies). In 2004 Mike retired from Koch Materials and was invited by MeadWestvaco (now Ingevity) to come onboard to develop and implement their commercialization strategy for the newly-developed EVOTHERM warm mix asphalt technology. He continues with Ingevity to this day as the ambassador for new product and new technology commercialization programs.

Concurrent with his long history of new technology introduction and successful business development in the private sector, Mike also contributed his unique expertise to identifying and achieving the strategic goals of numerous industry association boards and committees. To highlight just a few of his many noteworthy roles in this regard, Mike served on the NAPA-AI Asphalt Pavement Alliance board for eight years, was the AEMA board president for two years, and served on the board of TRIP as well as many state APA’s (including NM, CO, and AZ). He has served numerous state and national industry association committees and some still today benefit from his insight, energy, and special talent for implementing change. A few of these include CAPA, NMAPA, ACNM, Colorado AGC, Texas AGC, TXAPA, and the National AGC.
Throughout his career, Mike has applied his rare brand of diplomacy to reach out to all sectors of the asphalt pavement supply chain (industry, academia, and government) to build the critical mass necessary for acceptance and adoption of technological advancements. For this, he wears the fitting title of “ambassador.” Ambassadors change the course of history not through lofty oratory from the grand stage of an oversold arena but through the more understated influence of amicable conversation about matters of mutual interest.

It is his humble but indefatigable ambassadorship that distinguishes Mike’s influential, career-long advocacy for our industry: four decades of tireless engagement in an unbroken chain of friend-to-friend conversations about the right things to do to build longer-lasting, sustainable asphalt pavements.

Come join us please for this public celebration of Mike O’Leary’s lifetime achievements during the AMAP Annual Conference and Workshop, February 7-9, 2017.
Conference Program

Monday, February 6, 2017
6:00 p.m. Early Arrivals Get Together (offsite), Hofbräuhaus, 123 4th St.

Tuesday, February 7, 2017
8:00 a.m. Board of Directors Meeting, Pier
9:00 a.m. Registration Desk Opens, Grand Bay Foyer
10:00 - 5:00 p.m. Modified Asphalt Workshop, Grand Bay Ballroom
5:00 - 7:30 p.m. Tabletop Exhibits Open, Grand Bay Foyer
6:00 - 7:30 p.m. Welcome Reception, Grand Bay Foyer

Wednesday, February 8, 2017
7:00 - 8:00 a.m. Moderators and Speakers’ Breakfast, Skyway/Pier
7:00 - 8:00 a.m. Attendee Continental Breakfast, Grand Bay Foyer
Tabletop Exhibits Open
7:00 - 3:30 p.m. Registration Desk Open, Grand Bay Foyer

AMAP Conference, Grand Bay Ballroom

8:00 - 8:20 a.m. Welcome
• Jim Sattler, Executive Director
8:20 - 8:45 a.m. President’s Opening Remarks/Welcome
• Hal Panabaker, DuPont Polymers
8:45 - 9:30 a.m. Keynote Address
• Mr. Robin Cole, Former Asphalt Contractor and Pittsburgh Steeler; National Football great

Session 1 – Modified Asphalt: Paving the Way to the Future of the Asphalt Industry
Moderator: Bob McGennis, Holly Frontier

9:30 - 10:15 a.m. The Asphalt Pavement Alliance – Delivering Asphalt Value
• Amy (Murray) Miller, National Director, Asphalt Pavement Association
10:15 - 10:30 a.m. Break
10:30 - 11:15 a.m. Asphalt Institute’s Vision for the Asphalt Industry
• Peter Grass, President, Asphalt Institute
NAPA Update: Leading the Way & Meeting Challenges  
• Dr. Audrey Copeland, Vice President, National Asphalt Pavement Association

Luncheon – St. Petersburg I

Making America's Highways Great Again; Federal Funding Update  
• James Moulthrop, Executive Director, FP² Inc.

Balanced Mix Design: A Formula for Success  
• Dr. Shane Buchanan, Asphalt Performance Manager, Oldcastle Materials

Break

Session 2 – How Owner/Agencies Make Sense and Save Dollars with Modified Asphalt  
Moderator: Ann Barnov, Infratest

Advantages of using a Modified Emulsions in Asphalt Pavement Preservation Applications  
• Barry Baughman, Technical Director, Ultrapave Corp.

Why NY State is going 100% Modified  
• Mike Guerin, Senior Vice President, Suit-Kote Corp.

Paving Colorado With Modified  
• Todd Genovese, Director of Technical Services, Martin Marietta Materials, Inc.

Tabletop Exhibits Open, Grand Bay Foyer

Annual Business Meeting, Grand Bay Ballroom

Reception – Honoring Mike O’Leary, St. Petersburg I  
• AMAP Modified Asphalt Hall of Fame inductee & Lifetime Achievement Award recipient

Thursday, February 9, 2017

Attendee Continental Breakfast, Grand Bay Foyer

Registration Desk Open, Grand Bay Foyer

Session 3 – Specifications and Technical Updates: What you need to know today  
Moderator: Ron Corun, Axeon

FHWA Expert Task Groups Status Report  
• Matt Corrigan, Federal Highway Administration

Industry Progress & Future Trends  
• Mike Anderson, Director of Research & Laboratory Services, Asphalt Institute
9:15 - 9:45 a.m. Asphalt Mixture Crack Testing: A summary review of current practices
• Mike Anderson, Director of Research & Laboratory Services, Asphalt Institute

9:45 – 10:15 a.m. The Secret to Beating PCC: Life Cycle Cost Analysis Made Simple
• Hal Panabaker, Sr. Account Manager, DuPont

10:15 - 10:30 a.m. Break, Grand Bay Foyer

10:30 - 11:15 a.m. Base Asphalt Variability: a challenge but innovative characterization approaches help!
• Jean-Pascal Planche, Vice President, Western Research Institute

11:15 - 11:45 a.m. What’s New with the MSCR Specification (AASHTO T350)
• Dr. John D’Angelo, President, D’Angelo Consulting

11:45 - 12:45 p.m. Lunch, St. Petersburg I

Session 4 – How Owner/Agencies Make Sense and Save Dollars with Modified Asphalt
Moderator: Edgard Hitti, Alon Asphalt Company

12:45 - 1:30 p.m. HiMA Mix for Structural and Preservation Applications at NCAT and MnROAD
• Dr. Buzz Powell, NCAT

1:30 - 2:15 p.m. West Virginia Coal Trucks and Grooves That They USED to Ride In
• Travis Walbeck, Asphalt Group Supervisor/Pavement Engineer, WV Division of Highways

2:15 - 3:00 p.m. Perpetual Pavements: Why and How
• Dr. David Newcomb, Texas Transportation Institute at Texas A&M

3:00 - 3:15 p.m. Break, Grand Bay Foyer

Session 5 – Modified Asphalt Innovations
Moderator: Dan England, LCY Elastomers

3:15 - 4:00 p.m. Asphalt Innovation – Mapping out the Future
• Dr. Laurand Lewandowski, Director, Asphalt Innovation, Owens Corning

4:00 - 4:45 p.m. Combined Effect of SBS/DVR/CR Modification on PG and Rutting Resistance of Asphalt Binders
• Dr. Emin Kutay, Associate Professor, Michigan State University

4:45 - 5:30 p.m. New Jersey’s Rap & Modified Project Considerations
• Tom Bennert, Professor, Rutgers CAIT

Meeting Adjourns
Better Roads
from Better Technology

Exhibit Hours (Grand Bay Ballroom)
- **Tuesday:** 5-7:30 p.m.
- **Wednesday:** 7-8 a.m. (A.M. Break) | 5-6 p.m. (P.M. Break)

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Plant & Equipment Global Alliance

Design to work perfectly

Where needs take us
AMAP established the David R. Jones IV Scholarship Fund in 2010. The Fund honors our friend, colleague, Asphalt Hall of Fame recipient and a true legend of our industry, the late Dave Jones. As a true academic we know Dave would be pleased we are helping students interested in pursuing careers in the asphalt industry in his memory. Our program initially started with one $1,000 scholarship per year. The fund has now grown to a point where we now award two $2,000 and one $1,500 scholarship every year.

This year we have 64 applicants from Colleges and Universities across North America. We continue to be impressed with the quality of students applying. The selection process has become more difficult each year of the program. This has prompted us to consider other viable ways we might be helpful.

To that end, AMAP is reaching out to Member Companies interested in providing summer internships for interested students who have applied for scholarships as well as other quality students. These are highly motivated young people who are working toward a career in the asphalt industry. Many have completed undergraduate degrees and have published academic papers. We truly expect this networking process to be a win-win opportunity for our Member Companies and the students that participate. However success depends on project support from our member companies.

Please take this chance to support AMAP’s David Jones Intern initiative back to your respective companies and evaluate your possible placement possibilities. Keeping in mind many of these students come preloaded with laboratory and engineering skills and can fill meaningful roles while gaining valuable real world experience.

After the conference, we will send out an email reminder to all AMAP members on how to review students entries in the AMAP internship database.

Don’t Forget to buy your Match The Pot Tickets for the Scholarship Fund!

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Experience: Owens Corning/Trumbull and the University of Texas where he was a key part of the Asphalt Research Team responsible for the Performance Graded Asphalt Binder Specification.
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