

Bernie

A person such as Bernie McCarthy makes the Asphalt Institute (AI) different from any other association. He is a primary contributor to the Institute's vast well of asphalt knowledge and one of the people who makes the Institute the final authority on the proper use of asphalt.

Bernie's commitment goes beyond his job. His work with the Institute was more than a career. Bernie demonstrated a life-long commitment to the asphalt industry and in the process built lasting relationships with professionals from all over the world. While the Institute's Maryland office was closed upon his retirement, Bernie continues to work with AI on a consulting basis.



Bernie launched his career in asphalt and asphalt paving when he went to work for the Federal Aviation Administration (FAA) after graduating from the University of Maryland with a B.S. degree in civil engineering. While he was erecting guy-wire towers and adding runways and taxiways at Washington National Airport (now Reagan International Airport), he earned his law degree at Catholic

University in Washington, D.C. Bernie says he got his degree in law because he was fascinated with the judicial system. At the time he didn't realize he would use it in a civil engineering career.

After working with the FAA for eight years, AI hired Bernie in 1967 as the District Engineer for Maryland, Delaware and the District of Columbia. After several years, he was promoted to head the Southwest Region of AI's Eastern Division, eventually being named chief of AI's Eastern Division. Bernie was soon made Chief Managing Engineer for all district engineers around the

United States. Finally, he was named AI's Vice President of Industry Affairs. In his eight-month stretch as President pro tem, Bernie kept the Institute on course and was a key force in establishing the Asphalt Pavement Alliance (APA).

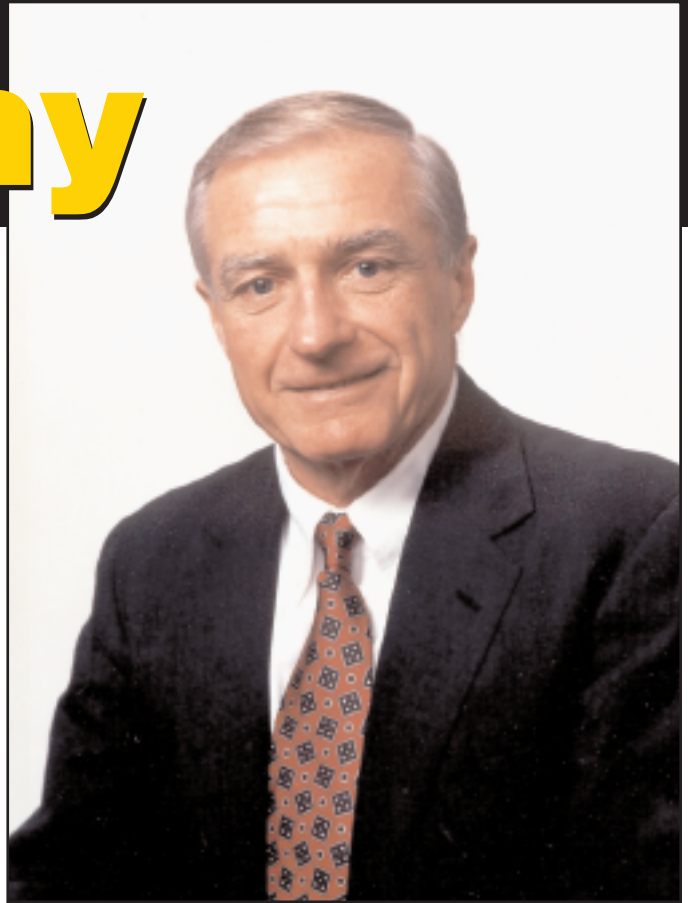
From his office in Washington, D.C., Bernie was the primary liaison with federal agencies such as FHWA, FAA, EPA, OSHA, NIOSH and a host of other government agencies and private associations. He was the original staff representative for AI's Health, Safety and Environment Committee (HS&E) and is still

AI's in-house legal counsel. He is AI's front line contact with NAPA, ARTBA, the American Highway Users Alliance (AHUA), the Asphalt Emulsion Manufacturers Association (AEMA) and the International Slurry Seal Association (ISSA).

During his career with AI, Bernie has been actively involved with chemistry, toxicology, epidemiology and exposure assessment task forces. He was the first chairman of the Asphalt Industry Environmental Oversight Committee (AIEOC), which evaluated all the implications of asphalt fume and its health affects. The committee was a significant influence in persuading the federal government to reconsider its plan to publish stringent regulations of asphalt fume.

Throughout his years at the Institute, Bernie has been intensely involved in promoting the use of asphalt pavement for interstates, primary highways, county roads and city streets. One of his and the Institute's most successful promotions was making Full-Depth Asphalt a standard engineering concept. Beginning in the mid-1970's, Bernie and the AI field engineers diligently promoted the concept county by county and city by city, all across the United States. Their efforts literally put Full-Depth Asphalt on the map.

McCarthy



Once the full-depth concept was in place, and the counties and cities made it part of their specifications, the demand for asphalt use at the local level tripled. Instead of using 2-inch thick pavements, counties and cities began using 6-inch thick pavements. Once the full-depth concept was written into local codes, it stayed there. And Full-Depth Asphalt codes remain to this day.

Bernie believes that the Institute and its field engineers have been over the years the number one grass roots promoters of asphalt. He says he was trained to talk with decision makers and he trained others to do the same. From the 1960s through the 1990s, AI field engineers were constantly talking with state, county and city pavement engineers, educating them in the advantages of using asphalt for all their roads and streets.

Bernie says that he and the AI field engineers are still getting out and talking to designers and specifiers about the advantages of using asphalt. "Who else is doing that?" he asks. Bernie believes that over the years, AI and its field engineers have preserved their engineering integrity. Because of this integrity, Bernie says the DOT, county and city highway officials don't look at AI engineers as product salesmen. "They view us as unbiased engineers," he says.

"This has a lot to do with all the black you see out there on the interstates and highways."

Bernie is quick to remind us that projects aren't completed in a day. It takes years to bring a big one from infancy to fruition, he says. "It's a long, information-laden process. That's why the Institute and its engineers are so important—to provide that information."

Although a lot of things in the industry have changed, Bernie believes the purpose of the Institute has not. He believes AI is still here to promote the use of asphalt for all kinds of roads and streets. Bernie points out that 35 years ago the Institute was in the beginning stages of promoting Full-Depth Asphalt pavements. Through his and AI's efforts, the industry is now promoting Superpave, SMA and Quiet Asphalt.

As far as serving AI members, Bernie believes AI's purpose has not changed over the years. He believes if a member has a need, AI will do everything possible to meet that need. "That's been our

attitude in the past and it will be in the future," says Bernie. "We are here to serve our members."

Bernie says the most interesting part of his job with the Institute was being right in the middle of promoting asphalt for interstate roads and primary highways around the United States, as well as being there to always promote asphalt for secondary roads, county roads and city streets. Today he still enjoys his job because there are always more and new challenges, and because he and the AI staff are constantly teaching and educating others about why it's best to use asphalt.

Bernie formally retired from the Asphalt Institute in November 2003. He will continue to work with the Institute as a consultant. ▲