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The IOWA ASPHALT REPORT

Just Because it's Black on Top Doesn't Mean It's Quality Hot Mix Asphalt

By John P. Bellizzi, P.E.

The National Asphalt Paving industry takes pride in the fact that over 94% of our nation's roads have an asphalt surface. At first glance, that is a great testimonial for asphalt usage since the public can easily confirm it is asphalt if it is black on top. For the most part the nation's asphalt surfaces are excellent pavements. The problem with a significant percentage of asphalt surfaces in Iowa is that just because it is black on top does not mean it is a quality, load-carrying structure.

A large portion of public perception regarding full depth asphalt pavements is driven by the broken surface of the local shopping center's parking lot or other thin asphalt surfaces over poor bases. Many surfaces with asphalt on top are corrugated, badly rutted or produce a black substance that can track onto home carpets. Therefore, just because it is black on top does not necessarily make it a quality full depth structure. Also included in the black on top surfaces are maintenance treatments such as asphalt stabilized roadways, armor or seal-coated and even built up dust treatments from crank case oil.

Since the year 2000, there is no more definitive term for material selection, usage and the design of full-depth HMA for all agency levels than "The Asphalt

Revolution." In the last two years, what began in 1985 with the SHRP research has finally been put to use in a simplified form that is acceptable to city, county, state, and commercial full-depth HMA projects.

Local agency designers are now gaining increased confidence that full-depth HMA will perform and compete during acceptable life-cycles. The elements that assist in this growing assurance include asphalt binder selection, aggregate mix composition, and standard HMA specifications.

HMA pavements regardless of location in the state of Iowa can be designed and built with similar requirements. A large percentage of the HMA pavements at the local levels will continue to be in the overlay arena, simply because it is the best tool for rapid, economical reconstruction. However, confident designers utilizing understandable current technology will now enable the HMA industry to compete at any governmental or commercial level with a high quality, superior

performing full-depth pavement capable of supporting anticipated loadings for the long term.

**The above article was shortened from its original copy in order to meet our newsletter's space requirements. To see the above article in its entirety please visit our web site at www.apai.net. ■*



Henningsen Meets Tough Four-Day Challenge

The challenge put to Henningsen Construction, Inc. on August 9, 2001 – Can you pave the inside of a building and have it completed by August 14th?

Their assessment of the project was that with a lot of hard work and a large amount of "good luck", it could be done. The building was 700' long and 120' wide. At

each end were four 12' doors and a 10' door on each side in the middle of the building.

This might be a good time to mention that this was to be a new car house for the "elite cars" the U.P. Railroad uses for use by their President and Company Executives (not the every day Amtrak car for you and me).

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From the Desk of the E.V.P.

We are operating in a time where the short fall of road fund revenues forces each of us to take a broader view of what will enable us to continue to build and maintain our infrastructure. A judicious use of road taxpayer dollars calls for us to continuously exercise our search for the best means by which we spend those dollars. Specifically, what pavement type will serve the public's best interest in terms of lower initial cost to construct and a lower cost to maintain for the life of the pavement?

Studies continue to support us with evidence that pavements built using Hot Mix Asphalt (HMA) are the most economical. And, only HMA pavements provide the motoring public with benefits in addition to the economic savings of initial construction and low long term maintenance costs. When a pavement is constructed using QUALITY Hot Mix Asphalt, the general motoring public and its road owning agency realize the full capacity of those additional benefits or as I like to refer to them as the "Asphalt Advantage."

The Asphalt Advantage: Head to head no other pavement is as quick to construct or rehabilitate as one built of Hot Mix Asphalt. No other pavement can produce as smooth a ride and sustain that smoothness over the life of the pavement as well as Hot Mix Asphalt. No other pavement is as quiet as Hot Mix Asphalt. And, no other pavement is "Perpetual" as is a Hot Mix Asphalt pavement.

This issue of "The Iowa Asphalt Report" highlights an article written by Mr. John Bellizzi, retired Public Works Director after some 40+ years with the City of Des Moines. In it he draws the picture of how the revolutionary changes within our industry, here in Iowa, now allows for government agencies and consulting firms to easily and consistently build high quality Hot Mix Asphalt pavements.

This makes for a win, win, win situation. It equates to a huge economic savings to the Iowa tax payers, allows for more miles of new construction and rehabilitation, and provides the general motoring public the additional advantages only provided by an HMA pavement. For more information on the Asphalt Advantage please visit our web site at www.apai.net. ■



*Mike Kvach,
APAI Executive
Vice President*



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Des Moines Asphalt & Paving Company Earns Diamond Achievement Commendation

Congratulations to Des Moines Asphalt & Paving Company for having earned NAPA's Diamond Achievement Commendation for Excellence in Hot Mix Asphalt Plant/Site Operations.

The Diamond Achievement Commendation serves as a symbol to employees and neighbors that a company measures up on a national level.

The Diamond Achievement Commendation accepts both new and renewal applications year-around. Those who earn the Commendation prior to October 31, 2003 will be recognized at the Annual National Convention in Phoenix, AZ January 19-21, 2004.

Card of Thanks To the family and friends of Monty Hempstead

As we sat down to begin reading the many, many cards, flowers, memorials, letters, and condolences, the full breadth and magnitude of Monty's touch upon others became so apparent.

We want to extend a very special and heartfelt thank-you to the First Responders, Carroll EMS/Carroll Fire Department, Jeff Cayler and the Carroll Police Department, Dr. Evans and everyone at St. Anthony's Regional Hospital.

We were especially touched by all the family and friends who took time to visit, attend the prayer service, and the funeral.

Monty was a husband, father, son, brother, and friend to us. He taught everyone he touched to love life and live it to the fullest.

You will always be in our hearts, we love you all!!!!

- Barb, Cory, Brad, and Marc Hempstead
Virgil and Lorabelle Hempstead
Jim and Joyce Zeigler
Gayle and Rev. Gregg Waylander
Randy Zeigler

(Continued, Henningsen page 1)

Now that the scene has been set, picture the 4 doors on the end of the building having railroad tracks going through them.

Day 1 consisted of hand placing and raking the mix, 240 tons, into all the areas around the panels, to allow access to the area to be paved - the 14' between the sets of tracks.

Day 2 would be the day to base in the strips between the sets of tracks - as soon as they could figure out how to get the equipment and trucks in the doors. Since the concrete panels only extended 19' out from the edge of the building, they had to place railroad ties lengthwise between and in the tracks to maneuver the trucks in the door.

all of this was done on clean ballast and it was very easy to get stuck, if the driver stopped or turned to sharply. To everyone's delight, they were able to base 6 of the 8 strips of paving.

Day 3 started with some help. The strips left to base were the ones next to the outside wall, and were only 10' wide. They used two crews and two small pavers being fed by skid loaders for these areas.

Day 4 began with the two crews and two small pavers putting surface on the narrow areas. They were able to use both pavers since the pavers were able to run on the HMA base.

The area inside turned out so well that Henningsen was allowed to go outside and pave more areas between more tracks as a reward (punishment?). This part was considered to be a breeze compared to what they had just accomplished.

CALENDAR OF EVENTS

48th Annual APAI Convention
December 4-5, 2003
West Des Moines, Marriott

North Central Asphalt User/Producer Group Annual Meeting
January 28-30, 2004, T.B.A.

ISU/APAI Asphalt Conference
February 3, 2004
Scheman Building, Ames, IA

45th Annual Workshop
March 5-6, 2004
Des Moines, Holiday Inn Airport

APAI Mini-Workshops
April 2004, T.B.A.

DOT Training Schedule (Superpave Technology for Practicing Engineers & Technicians):

Table with 3 columns: Date, Location, and Contact/Institution. Rows include dates from January 21 to March 24, 2004, with locations like Carrollton Inn, East Materials Conference Room, Chariton RCE Office, DOT Maintenance & Construction, and Iowa Lakes College.

NEW MEMBERS

APAI welcomes Shamrock, Rosenberg, and Tarmac!

Shamrock Construction Co, LLC
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