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Paving Small Town Iowa

Christopher Columbus was a man with a vision. Meriwether Lewis and William Clark were men with a vision. Brian Devick, Mayor of Woodward, IA is a man of vision. The citizens of this small, central Iowa town will be benefiting from this vision for decades to come. In the summer of 2015, the vision of Devick and the Woodward City Council will be complete – they will have paved the whole town with new asphalt streets.

Planning:

Devick was elected Mayor of Woodward in 2012 after serving on the city council previously and working on the Planning & Zoning Commission both in Des Moines and Dallas County. “I remember being at an early city council meeting when one of the citizens, very angry at the time, shouted at the council, “If you are going to spend money on anything in this city, fix the damn streets!” That really struck me and I never forgot it.” In the Fall of 2013, Devick and council members began researching the possibility of paving the city. They began with doing the right leg work: they called a local Asphalt Paving Association of Iowa (APAI) Contractor, Des Moines



Asphalt & Paving (DMAP), and asked for a budget price to put two inches of asphalt over all their streets. In early 2014, they invited the estimator from DMAP, along with Bill Rosener, EVP of the APAI, and Tony Bellizzi, VP of Veenstra & Kimm (V & K) Engineers and City of Woodward Engineer, to a fact-finding City Council meeting. The meeting allowed the city councilmen to ask a myriad of questions that had concerned them. The meeting ended with a consensus – the project should be professionally designed. In June 2014, the city sent V & K a contract to design the town’s

paving project with special emphasis on improving drainage. While Bellizzi and Co. began work on the plans, the Mayor and City Council took the plan to the streets and asked the citizens for their input.

Public Input:

The City of Woodward is a typical small town in Iowa. The city has a population of 1400, including the State Hospital which accounts for approximately 350 residents.

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Tales from the Road



“NEVER GIVE UP”

My son Henry played in a summer basketball league this year. I knew we were in for an experience after my thirty minute phone conversation with his new coach. During which, we discussed the benefits of a 2-2-1 defense over man-to-man, the role of the 4 (small forward) vs. the 2 (shooting guard), and his unblemished winning record over the past three years. The Summer league was small, they raised the hoop to the full 10 feet and the players were to be between 8-10 years old. Henry was one of two eight-year olds, all the other boys were 10 – a big 10. It was readily apparent that Henry’s team was the LA Lakers of the summer league – they passed, they dribbled, and they shot, a lot. Henry walked away from his first practice very discouraged. He had been the big kid in the 7-8 winter league and now he was playing against bigger, and much better kids. We had a long heartfelt talk. We talked about what you do when you are overmatched, we talked about looking deep inside yourself and finding that desire to excel, to be the best that you can be, and then to put the work in to get to that next level.

For the next month Henry never went outside without a basketball.

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Upcoming Events

(Click event for more information)

APAI Western Iowa Golf Outing

Date: August 25, 2015
Location: Majestic Hills Golf Course
Denison, IA

Bio-Polymer Processing Facility Dedication

Date: Wednesday, August 26, 2015
3:00 pm - 5:00 p.m.
Program 3:30 p.m.
Location: BioCentury Research Farm
1327 U Avenue
Boone, IA

APAI Open House: Warren County Road G-76 Rubblization Project: Rubblization, Rock Interlayer and Asphalt Overlay Demonstration Project

Date: August 28, 2015
Time: 10:00 AM - 12:00 PM
Location: Meet at Henningsen Plant Site on HWY 65 Two miles north of G-76 on east side of road.
Hard hats, safety vests, and steel-toed shoes requested.

2015 SAC Field Trip

Date: September 16-17, 2015
Location: Northeast Iowa
Overnight in Dubuque on September 16, 2015.

APAI Eastern Iowa Golf Outing

Date: Rescheduled date:
September 2, 2015
Location: Pleasant Valley Golf Course
Iowa City, IA

APAI 60th Anniversary Annual Convention

Date: December 2-3, 2015
Location: West Des Moines Marriott



(Tales from the Road – Cont. from Page 1)

walked the dog with a basketball, he met me coming home from work with a basketball, and he even challenged his grandmother (a spry 70 year old) to a game of “horse.” He was tenacious during



his league games: he dove for loose balls, he never backed down when bigger kids drove to the basket, he made a few shots and he led the team in fouls, (by a lot). He accepted the challenge, he dug deep inside himself and he found that desire to excel, and he worked hard to make himself a better player. I am very proud of him. Iowa’s Asphalt Industry has shown the same level of desire to excel and the same willingness to work hard to get to the next level.

During the mid-1980’s, Iowa’s asphalt industry was in dire straits. The mixes placing were segregating, raveling, and failing prematurely. At the time, the Iowa DOT prescribed to the contractors exactly how to design the mixes. The IDOT was also the entity that fined the contractors when those mixes didn’t perform. It was at this time that the partnership that we talk about with the IDOT really took shape. The QMA (Quality Management Assurance) Committee was formed

with members from both industry and the IDOT. The members of the QMA Committee took an honest look at the way things were being done and found that desire to be the best that they could be. To accomplish this monumental change in philosophy, they blew up the old system and instituted the contractor managed system we still use to this day. This took a tremendous amount of hard work, it took trust in each other by forward-thinking men, men that we have honored as Iowa Asphalt Hall of Famers. The QMA system has led to the resurgence of Iowa’s asphalt industry. It

has allowed industry to take ownership of the materials they were making and that has bred the sense of pride in our industry.

Henry finished his summer basketball season a much better player than he entered. Iowa’s Asphalt Industry has never looked back from the change to contractor-managed QMA. Hard work and the desire to excel is what defines champions. Henry made me proud this summer. The partnership with the Iowa DOT was driven by the desire to see this industry excel. The hard work our contractors put in each and every day has driven the success of this industry. It has led to Iowa’s asphalt contractors being regarded as the best in the nation.

Smoother is Better.

Bill Rosener

This Old Road

Hwy 136



The stretch of Highway 136 going north out of Wyoming, IA to Cascade, IA brings to mind the Lynyrd Skynyrd song “Call Me the Breeze”.

*“Well now they call me the breeze
I keep blowin’ down the road
I ain’t got me nobody
I don’t carry me no load
Oooh Mr. Breeze.”*

The beautiful hills and valleys of this stretch of highway are cut by a sixty-year-old single ribbon of full-depth asphalt. The road was originally paved in 1955 with 6 inches of stabilized aggregate soil, 6 inches of asphalt treated base and 2 inches of Type B asphalt. The road received 2-5" of asphalt surface in 1966. The final overlay came in 1989 with four additional inches of asphalt.

Twenty-six years later, this stretch of highway could use a mill and fill, but the full-depth perpetual design continues to perform sixty years from construction. A tip of the hat to those designers and to This Old Road – Highway 136!



*Call me the breeze
The road*

*I ain't got me
I don't carry
Oooh Mr. Breeze*





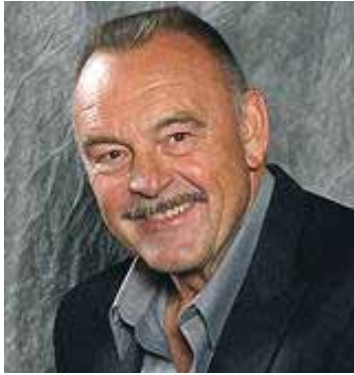
**60TH APAI
ANNUAL CONVENTION**

DECEMBER 2-3, 2015

**WEST DES MOINES MARRIOTT HOTEL
WEST DES MOINES, IOWA**

REGISTER NOW 

Dick Butkus to be Keynote Speaker at 60th Anniversary APAI Convention



The great Dick Butkus will be the keynote speaker at the 60th APAI Annual “Black Diamond” Convention on December 3rd, 2015 at the WDM Marriott. Mr. Butkus played linebacker for the Chicago Bears from 1965-1973. During his time on the field, he was known as one of the most feared players in the game. Following an extremely successful pro career, the Bears retired his #51 and he was inducted into the Pro Football Hall of Fame in 1979. Mr. Butkus has appeared in twelve movies, numerous television series and specials, in over 200 television commercials, and has worked as a sports analyst. Don’t miss this opportunity to hear and meet one of football’s greats!

[Click here to get a special message from Dick Butkus.](#)

Summer Meeting on the “Big Muddy”

The APAI’s 7th Annual Summer Meeting in Dubuque, IA on July 23rd and 24th was a resounding success on “The Big Muddy”. Over 50 APAI members gathered to share a day of camaraderie celebrating the “Asphalt Brotherhood and Sisterhood”. The event highlighted local area attractions, a tour of the Potosi Brewery and National Brewery Museum, a stay at the recently renovated Hotel Julien, a stunning River Room dining experience overlooking the Mississippi River, and golf at The Meadows (or at least nine holes). Congratulations to the winning golf team of Doug Clement, Ben Clement, John Sells, and John Kida.

See you all next year!

[Click here to view more pictures of this year’s Summer Meeting.](#)



(Paving Small Town Iowa – Cont. from Pg. 1)

It has 400 households, with approximately 30% of the residents of retirement age combined with a strong group of young families. “This is a blue collar town,



we’re not a wealthy town by any stretch of the imagination,” said Devick. “We are primarily residential. Our two biggest commercial business are the hospital and the school, both of which are tax exempt,” Devick chuckled. The city held two town hall meetings, attended by approximately 80 people. According to Devick, over 90% wanted to see it get done; of those, 50% wanted to see it get done no matter what, the other 50% said only if they could get the project done without taxes going up.

The Design:

In the Fall of 2014, Bellizzi presented the initial findings with a draft plan for overlaying the city’s streets and addressing the drainage issues. The project called for overlaying the existing sealcoat streets with hot-mix asphalt (HMA) at a depth of three to four inches, strengthening pavement edges with HMA base repair, three linear blocks of concrete curb and gutter, 172 handicap ramps, storm sewer, culverts, ditch improvements, and a large 8' x 5' box culvert.

“We cut a lot of cores in the existing streets to determine what type of structure we had,” said Bellizzi. “The city had

made an investment in their chip seal streets and a strong rock base. We were able to use an asphalt design that we have had success with in many small towns. With a good base and good drainage, we were comfortable specifying a three to four inch overlay. We can add structure or do a mill and fill operation in the future. They have the basis of a perpetual pavement design. It will serve the taxpayers for decades to come.”

As with all things, the Woodward project came down to money. V & K estimated the job at \$3.2 Million; \$1.4 M for drainage remediation, and \$1.8 M for the base repair, curb and gutter, and paving. The Mayor and Council went to work.

Funding:

Mayor Devick is a believer in his city. He is also a pragmatic man. The City could not put itself into a financial hole with this project. He discussed the city’s expenditures on the upkeep of the sealcoat streets with Woodward’s Public Works Director, Chris Newland. “In the 10 years previous, we spent upwards of \$640,000.00 on maintaining our seal coat streets. – It was not sustainable,” said Newland.

The City of Woodward had just finished paying off a bond for the rehabilitation of Main Street. The bonding capacity offered them \$1.8 M at historically low interest rates, the remaining \$1.4 M came through a private loan against future Road Use Tax Funds. “To do this project piece by piece would have been too costly, I told our citizens that “asphalt will never be cheaper than it is right now.” By extending the bonding capacity and rededicating the dollars spent on



yearly maintenance of the sealcoat roads the City of Woodward was able to fully fund the project without raising the taxes of the citizens. The project letting was set for the Spring of 2015.

The Project:

Grimes Asphalt and Paving Corp was the low bidder on the project with a bid of \$2.9 M. The project was divided into five phases to limit inconvenience to the townspeople. Drainage work began in early May with two crews getting the project ready to pave. “We had some complaining to start with,” said Newland, “but that quit as soon as the paving started.” Matt Yonker is the Project Manager from Grimes Asphalt, “We had to do a lot of coordination on this project. We handed out notices when we would be working on their streets. The people of Woodward are very nice and appreciative. We did a smaller, similar project for the



IOWA ASPHALT REPORT

(Paving Small Town Iowa – Cont. from Pg. 6)

Metro – I took 20 calls a day on that job. We have paved this whole town and I have had four calls to date.” Bellizzi chimed in, “You are always going to have some issues. There was a lot happening here all at once. The big benefit of asphalt is that you can open the streets as soon as you are done paving. You can’t do that with concrete.”

In late July, the project is nearing completion. Over 20,000 tons of asphalt have been placed, the drainage work is nearly complete and all that is left is the dirt backfill and seeding. The three men are pleased with how the vision that was created has become a reality. Woodward resident Deb Gilbert remarked, “I’m very happy with the streets. It’s great to see all the kids come out with their bikes, skateboards and roller skates as soon as the road was finished.”

“I’m extremely proud of this project. We were able to address the number one issue in this town without raising our citizen’s taxes,” said Devick. “This is how

a city should do a project – we are getting the best product, the best pricing, and the best quality.” Wise words spoken by a man of vision.



L to R: Tony Bellizzi (Veenstra & Kimm), Brian Devick (Mayor, City of Woodward), and Matt Yonker (Grimes Asphalt & Paving Corp).

Contact APAI for information on paving small town Iowa, 515-233-0015 or apai@apai.net.

DRIVABILITY

WON'T MAKE YOUR JOURNEY SHORTER, IT JUST SEEMS THAT WAY.

A smooth road, that’s what drivers want today. Not just for peace and quiet, but also for peace of mind. With asphalt, it is easy to ensure a consistently smooth level of performance; which saves lives, wear and tear on your vehicle, and can improve vehicle fuel economy by 4.5%.* No wonder that, in an independent survey, 77% of engineers, developers, transportation officials and other key stakeholders chose asphalt as the smoother surface.** Smoother, quieter, fewer delays...that’s drivability. That’s asphalt.

* Federal Highway Administration. WestTrack Track Roughness, Fuel Consumption, and Maintenance Costs, 2000
** Edelman Berland Survey, 2013

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The APA is a partnership of the Asphalt Institute, National Asphalt Pavement Association and the State Asphalt Pavement Associations.



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