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## Combining the Asphalt Advantages for Local Systems

John Bellizzi, P.E., Consultant to APAI

An unique and innovative asphalt paving project example was demonstrated in Polk County, Iowa the first week of August 2011. This project combined for the first time several modern concepts for the paving of low volume local systems roadways. The project included a ½ inch 300K ESAL Hot Asphalt Mix (HMA) mix design with a 40% recycled asphalt pavement (RAP) addition for the purpose of conservation of virgin binder and aggregate; designating an existing pavement to be rehabilitated as perpetual involving a 2" milling and surface inlay to eliminate rural shouldering requirements and a 1600 ton fast track seamless paving completed start to finish in less than 5 hours.



The demonstration was sponsored by Polk County, the Asphalt Paving Association of Iowa (APAI), and the contractor, Des Moines Asphalt and Paving Company, a division of Oldcastle Materials Group, Midwest. The demonstration was attended by 40 asphalt engineers from city, county, state, and consulting entities. Prior to the demonstration, the event included a session emphasizing the cost, environmental, and quality aspects of combining modern asphalt construction techniques.

Polk County embarked on a hard surfacing rural paving program in the late 1960s. The objective of the program was to utilize thin lift staged-construction to maximize the miles hard surfaced annually. HMA met the requirements of thin lift stage construction and remains the county's surfacing material of choice today.

The successive county engineers realized that additional lifts of asphalt would be systematically required over

time to eliminate structural failures. The initial construction consisted of 4" thickness and staged construction at warranted future time intervals averaging 2-3" in depth. Overlay lifts on these rural road cross-sections were accompanied by required additional and expensive shoulder construction. Over the last 10 years the budget for the Polk County overlay program has been consistently \$4-5 Million annually. The 2011 Overlay Rehab

*(Continued Page 3)*

## Tales from the Road



### "Say Please and Thank You"

We are trying to teach our boy Henry good manners. We want him to be polite to those he meets, listen to what others have to say, and say please and thank you. As a former project manager and estimator, I found the basic tenants of good manners also helped me sell more asphalt.

Contractors often wait for the phone to ring. You meet with an owner, look at their project, and send them a proposal. If they send the signed proposal back to you, you have a job. This works alright when work is plentiful, but during the lean times, more is needed. I'm a big believer in first impressions. When you meet with your prospective client, are you on time? How does your truck look? How are you dressed? Do you look professional? This doesn't mean you need to be in a suit and tie, but a clean truck and neat appearance, project that you are a professional company that will do quality work. Listen to what the client is asking you. A guy I used to compete against refused to listen to what the client wanted. He would tell them how it was and what he was going to do. This doesn't work. You can attempt to persuade a client to look at the project from your

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## Upcoming Events

(Click event for more information)

### 2012 Greater Iowa Asphalt Conference

February 29, 2012 – March 2, 2012  
Holiday Inn Airport  
Des Moines, IA  
To register, click [here](#).

### World of Asphalt

March 13-15, 2012  
Charlotte, NC  
For information and to register, click [here](#).

### APAI Board Meeting

March 29, 2012  
Hilton Garden Inn  
1325 Dickinson Avenue  
Ames, IA

### 2012 APAI Regional Meetings

All Meetings begin with registration at 8:00 a.m.  
Meetings held from 9:00 a.m. until 3:30 p.m.

Date: March 27, 2012  
Location: King's Pointe Water Resort  
Storm Lake, IA

Date: March 28, 2012  
Location: Holiday Inn & Suites  
4800 Merle Hay Road  
Des Moines, IA

Date: April 10, 2012  
Location: Pzazz Convention and Event Center  
3001 Winegard Dr.  
Burlington, IA 52601

Date: April 11, 2012  
Location: Rastrelli's, Inc.  
238 Main Ave.  
Clinton, IA 52732

Date: April 12, 2012  
Location: Isle Casino Hotel Waterloo  
777 Isle of Capri Blvd  
Waterloo, IA 50701

### 2012 1st APAI Golf Outing

Date: June 26, 2012  
Location: Amana Colonies Golf Course  
Amana, IA

### Board of Directors' Meeting

Date: June 28, 2012  
Location: APAI Conference Room  
116 Clark Ave., Ste C  
Ames, IA 50010

### 2012 APAI Summer Meeting

Date: July 18-19, 2012  
Location: Honey Creek Resort  
Moravia, IA 52571

### 2012 2nd APAI Golf Outing

Date: August 29, 2012  
Location: Carroll Country Club  
Carroll, IA

### APAI 57th Annual Convention

November 28-29, 2012  
West Des Moines Marriott  
West Des Moines, IA

### 2012 County Engineers Conference

December 4-6, 2012  
Scheman Building, Iowa State University  
Ames, IA

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

perspective but it's their money and if they don't feel like you are listening to what they want from the project they aren't going to hire you. After you have sent your client their bid proposal, give them a call a few days later to see if they have any questions regarding your bid. Many jobs are secured at this point of the sale, you show that you care enough to call and often times you can answer any questions that might differentiate you from your competitors. Good manners, good presentation, and good follow-up after the proposal all mean more winning bids.

What about soliciting new customers? How do we break the mind-set that the only bids we give out are solicited? In your town or city, there are major companies that have large parking lots, frontage roads, and specialized staging areas that all use asphalt. Have you been to their offices to introduce yourself and your company? They may not need your services today or even tomorrow, but they will need them sometime, and you will be their first call. Do you belong to professional groups? The Jaycees, Kiwanis, the Professional

Engineering societies, to name a few, all present opportunities to meet and network with other professionals. These contacts can, and will, recommend you to their companies or other companies that need asphalt work. This networking will lead to new contacts, new business opportunities and the advantage in a competitive bid. **Nothing trumps personal relationships in business.**

Finally, we need to thank the people we do business with. When was the last time you sent a personal thank you note to a customer? When was the last time you visited your local municipality or county to say thank you for the work? These are customers and agencies that you count on yearly for work. They have options when it comes to pavement type and who will place their asphalt. Make sure that asphalt is their first choice and that you are their company of choice.



(*Asphalt Advantages – Cont. from Page 1*)

Program included 25 miles of 2-3" staged construction and shouldering work.

In discussing the preliminary 2011 program, Kurt Bailey the Polk County engineer, in conjunction with the APAI consultant John Bellizzi, determined that the Polk County staged construction program may have created many of the pavements into perpetual pavement structures.

A full-depth asphalt pavement, properly designed, would have an initial life expectancy of 20 years or more, an addition of a new wearing surface when needed, constructed on the existing intermediate and base layers which would remain in place, would virtually extend the pavement life perpetually.

Recently it has been concluded that these perpetual pavement determinations could be applied to existing structures of



*SE 32nd prior to rehabilitation*

sufficient depth and mix quality. Core samples of existing asphalt pavement exceeding 7" or greater depth length can be considered candidates for local systems perpetual pavements and would be capable of carrying 300K ESAL loading over a 20 year design life. SE 32nd Street in the southeast portion of Polk County met those requirements. The existing

(*Cont. Page 4*)



## PROJECT SPOTLIGHT: W-24 Benton County “Norway Road”

**B**enton Co. has never been afraid to push the envelope when trying new construction processes. Over the years, they have pushed new technologies and processes including: high RAP mix designs, using recycled asphalt shingles, ground tire rubber, and in 2008, the use of rubblization coupled with a rock interlayer over a failing PCC pavement. This rehabilitation process was nearly unheard of, but Benton Co. Eng. Myron Parizek decided it was the right choice for a four-mile stretch of county road W-24 from the Hwy 30 intersection to the City of Norway.

The Norway Road was an old 7" PCC section that had severe heaving during the winter months. As a major haul road for the local farmers, it needed to be fixed. “Drivers literally complained about not being able to stay in their seat when driving this road in the winter,” said Parizek. “IDOT placed a four-inch HMA overlay in 2000, but within a few years the reflective cracking and heaving made the road nearly as bad as before.”

Parizek considered several options for reconstruction, including a PCC overlay, before deciding on rubblization with a three-inch rock interlayer and a five-inch HMA overlay. He determined that rubblization was the best option for several reasons: 1. the existing 4" HMA overlay could be milled off and recycled for use in the new asphalt; 2. the rubblization would release the faulting pressure in the failed PCC pavement; and 3. the rock interlayer would retard the reflective cracking through the new HMA.

Parizek began the construction process by placing 4" ADS subdrains along both sides of the road a year prior to the reconstruction project. A meeting with asphalt contractor, L.L. Pelling, and subcontractor, Antigo Construction led to



a new outlook on rubblization. Antigo Project Manager, John Jansen suggested a “modified” rubblization to retain better structure in the underlying PCC pavement. The “modified” rubblization uses a multi-head breaker to fracture the PCC into one-foot sections. “We have found that the less aggressive rubblization limits the catastrophic failures you can encounter on these older, relatively thin PCC roads by utilizing more of the existing pavement structure, while providing the same advantages as a complete rubblization,” said Jansen.

The project was let in June of 2008 and construction began in September. The existing four inch HMA was milled off and hauled to the LL Pelling plant for recycling. Antigo moved in and completed the modified rubblization in three days. The ¾" chokestone interlayer was pug milled at the quarry to increase moisture and placed three inches thick through an asphalt paver by an LL Pelling Co. three-man grade crew. A few areas deteriorated under the construction traffic. Those areas were removed and cored out to a depth of



twelve inches and filled with macadam stone. Parizek had planned for some failures due to the weakened state of the PCC roadway. Plan quantities were 1410 square yards for removal of pavement, the use of a less severe rubblization process yielded only 541 square yards of PCC removals. Once the rock interlayer was completed, the first lift of the five-inch asphalt was placed and compacted. The entire project was done under traffic using flaggers and a pilot car with the roadway being opened up each evening.

“I was not a full believer in the rock interlayer process going into this project”, said former LL Pelling Project Manager Bill Rosener. “I was afraid the rock interlayer would move while we were putting the asphalt down. It didn’t. Driving the same road a month ago, it was very smooth and I was only able to count five reflective cracks after some very hard recent winters. Myron made some good decisions on this project including tiling the job the year before and using the modified rubblization suggested by Antigo. One thing I would do differently next time is placing all the rock prior to placing the asphalt, this was done so the road could be opened up each night, but the construction traffic started to ravel the rock interlayer on the travel lane and we bought a few windshields. Having seen the process done over the past two years with the asphalt paver following the rock interlayer paver down the road, the progression becomes seamless and an even more effective rehabilitation method.”

“We really couldn’t be happier with the way this project turned out”, said Parizek, “the job was completed on time and on budget and the process is working as we thought it would. I drive this road to and from work every day; it used to be a nightmare, now it’s a joy.”

*(Asphalt Advantages - Cont. from Page 2)*

pavement was a 23 year old surface in need of rehabilitation. The roadway was cored in three locations to examine the full structure. The cores were virtually identical and consisted of three separate layers of asphalt mixes totaling 8" of depth length. There was also evidence that initial layer was placed on an asphalt stabilized base.



After viewing and evaluating the core structure, Mr. Bellizzi recommended to the county engineer that the roadway receive an overlay, as the existing pavement could be considered perpetual, capable of carrying the required traffic loads, and that milling and a new wearing surface is all that would be required. It was recommended that the milling depth be sufficient to eliminate surface defects and with a new surface inlay the design would establish the most economical technique for this structure in lieu of the county's standard rehabilitation method of additional overlaying and shouldering. The county engineer concurred with the recommended design.

Since the determination of an existing pavement as perpetual was a new concept for Iowa local systems, the

APAI Executive Vice President Bill Rosener and Mr. Bellizzi concluded that the project would be an excellent demonstration for other local system roadway designers. The project was selected as a demonstration due to the many modern asphalt concepts included in the construction, including high RAP mixes and speed of construction utilizing full-width tandem asphalt pavers. The county engineer had previously used these concepts separately on various projects and was most interested in combining these techniques in the demonstration project.

For the SE 32nd Street project the contractor's Quality Control Manager Ted Huisman developed a gyratory mix design consisting of 40% virgin crushed aggregate, 20% sand, and 40% RAP. Despite the 40% RAP amount the gyratory data for the mix design met the specification film thickness requirement of 8 microns. The ½" mix design required an addition of only 58% new asphalt binder reduced in grade to a PG58-28. The final mix design met all other major specification volumetrics for a 20 year 300K ESAL gyratory design. Due to an existing state 10% specification limit on certified RAP additions to surface mixes, the county engineer's permission was required for the 40% RAP mix design.

The Polk County project demonstrated the greater use of RAP as a major cost saving paving advantage to local agencies. The conservation of approximately 2% binder at \$500/ton coupled with the elimination of shouldering at \$10,000/

mile enables the county to stretch paving dollars on future similar projects. In fact, the county engineer has determined that certain projects in future paving programs will involve existing structure evaluation for perpetual pavement determination and the use of high RAP in its surface mixtures.

Viewing the finished project in late December 2011 the surface did not display any low temperature hair line cracking. Surface cracking will be monitored due to the high RAP content and the low temperatures encountered during Iowa's winters. However, it is anticipated that the underlying existing layers with rich asphalt binder content will provide flexibility and serve as a stress relief layer to help inhibit low temperature cracking.

The project demonstration was an outstanding example of speed of construction. The seamless construction provided by the tandem pavers running side-by-side eliminated a potential weak point at the centerline of the 24' wide paving. The cold milling required was accomplished under traffic, and during the paving the roadway was closed. The roadway itself was barricaded after 9 a.m. and reopened to use prior to 4 p.m. to the pleasure of through traffic and abutting residents.

The finished SE 32nd Street project in Polk County was selected to receive the 2011 APAI Innovation in Construction Paving Award. The project will also be included as a case study lesson in 2012 APAI statewide training sessions for local agencies that may have many miles of HMA stage constructed pavements.



## 2011 APAI Award Winning Projects Receive Recognitions

During the 56th APAI Annual Convention held at the West Des Moines Marriott on November 29 - December 1, 2011, awards were presented to those who had been involved with the projects that were deemed the "Best-of-the-best" in Iowa. Contractors, designers and owners were all invited to celebrate these first rate paving projects by receiving their awards at the 2011 Awards Luncheon held on December 1, 2011.

Awards were given in five categories: Quality Paving, Smoothness, Quality Management Asphalt, Innovation in Construction, and Community Involvement.

Quality Paving Awards are comprised of commercial paving projects which make up a large percentage of an asphalt pavement contractor's work. These projects are judged in two stages. First by a team of competing contractors, who understand how the work is done and what quality work looks like. After the vast pool of nominated projects is honed

down, a second team of judges made up of APAI staff members and an Iowa DOT engineer evaluate and rank the projects based on surface appearance, joints, edges, degree of difficulty and texture. When all is completed, the award-winning projects represent the best commercial projects in the state.

Smoothness Awards are judged by the Iowa DOT Special Investigative Team. This team goes out and evaluates each submitted project in the categories of Airport Runway Resurfacing, Municipal Street Resurfacing and Paving, and Secondary Resurfacing and Paving. The results of these tests help us recognize the smooth riding surfaces that are the most important aspect of a paved road to the traveling public. Smoothness has also been recognized as a major factor in evaluating quality construction, and improving fuel mileage.

Quality Management Asphalt Awards are evaluated by a team of engineers who first visually inspect each nominated

project and then using project records make the determination of the winning project from the results received. This award recognizes the great degree of work that goes into building a quality pavement on the primary and interstate system. Smoothness, quality control, density results, and physical appearance all go into the overall ratings for the projects submitted for these awards. The pavements that win are considered to be the best-of-the-best, indicating that they are not only smooth but exhibit characteristics that produce long-lasting hot mix asphalt pavements.

The Innovation in Construction Award recognizes a company that uniquely uses paving materials in paving projects which exhibit HMA paving advantages. Through the combination of techniques this company was able to exemplify the best features of asphalt through design, speed of construction, quality, smoothness, and impact on traffic, residences, and businesses.

### 2011 QUALITY PAVING AWARD WINNERS

#### Parking Lot/ General Commercial Paving

ROCKWELL COLLINS LOT #120 – CEDAR RAPIDS

L.L. Pelling Company, Inc.  
North Liberty, IA

Rockwell Collins  
Cedar Rapids, IA



Paul Trombino III, Director, Iowa DOT;  
Joel Gryp, L. L. Pelling Company, Inc.;  
Chuck Finnegan, APAI President

#### Parking Lot/Heavy Industrial Paving

UPS DISTRIBUTION CENTER • AMES, IA

Manatts, Inc.  
Ames, IA

United Parcel Service  
Ames, IA

Clapsaddle-Garber  
Associates, Inc.  
Ames, IA



Paul Trombino III, Director, Iowa DOT;  
Mindy Bryngelson, Clapsaddle-Garber  
Associates; Brad Lenz, Manatts, Inc.;  
Chuck Finnegan, APAI President



# IOWA ASPHALT REPORT

## Trails & Paths Paving Award

W912EK-09-0101; NEAL SMITH TRAIL, SAYLORVILLE LAKE, IA

Grimes Asphalt & Paving Corp.  
Des Moines, IA

U.S. Army Corps of Engineers  
Johnston, IA



*Paul Trombino III, Director, Iowa DOT; Matt Yonker, Grimes Asphalt & Paving Corp.; Rich Busch, USACE; Jeff Rose, USACE, Saylorville Lake Manager; Chuck Finnegan, APAI President*



## Athletic Use Paving

SPIRIT LAKE HIGH SCHOOL TRACK, SPIRIT LAKE, IA

Tri-State Paving, Inc.  
Estherville, IA

Spirit Lake School District  
Spirit Lake, IA

Beck Engineering, Inc.  
Spirit Lake, IA



*Paul Trombino III, Director, Iowa DOT; John Hight, Beck Engineering; Jeremy Anderson, Tri-State Paving, Inc.; Chuck Finnegan, APAI President*



## Special Paving Application

2011 ASPHALT RESURFACING PROGRAM – DOWNTOWN DRAG STRIP, SIOUX CITY, IA

Knife River Midwest, L.L.C.  
Sioux City, IA

City of Sioux City



*Paul Trombino III, Director, Iowa DOT; Tom Gill, City of Sioux City; Bruce Jorgensen, Knife River Midwest, L.L.C.; Chuck Finnegan, APAI President*



## 2011 SMOOTHNESS AWARD WINNERS

### Airport Runway Resurfacing

AIP #03-19-0048-07: IOWA FALLS MUNICIPAL AIRPORT – IOWA FALLS, IA

Heartland Asphalt, Inc.  
Mason City, IA

Iowa Falls Municipal Airport  
Iowa Falls, IA

McClure Engineering Co.  
Fort Dodge, IA



*Paul Trombino III, Director, Iowa DOT; Wayne Zeigler, City of Iowa Falls; Andy Maysent, McClure Engineering, Inc.; Jane Knutson, Iowa Falls Municipal Airport; Chuck Finnegan, APAI President*



## Athletic Use Paving

CEDAR RAPIDS COUNTRY CLUB TENNIS COURTS, CEDAR RAPIDS, IA

L.L. Pelling Company, Inc.  
North Liberty, IA

Cedar Rapids Country Club  
Cedar Rapids, IA

Shive-Hattery, Inc.  
Cedar Rapids, IA



*Paul Trombino III, Director, Iowa DOT; DeWayne Heintz, L. L. Pelling Company, Inc.; Chuck Finnegan, APAI President*



## Municipal Street Resurfacing

796: KIMBALL AVENUE, WATERLOO, IA

Aspro, Inc.  
Waterloo

City of Waterloo



*Paul Trombino III, Director, Iowa DOT; Milt Dakovich, Aspro, Inc.; Eric Thorson, City of Waterloo; Chuck Finnegan, APAI President*



# IOWA ASPHALT REPORT

## Municipal Street Paving

N-2010: SPRINGDALE DRIVE, CLINTON, IA

Determann Asphalt Paving,  
L.L.C.

Camanche, IA

City of Clinton

McClure Engineering  
Associates, Inc.

East Moline, IL



*Paul Trombino III, Director, Iowa DOT;  
Todd Powers, Determann Asphalt Paving,  
L.L.C.; Chuck Finnegan, APAI President*



## Secondary Resurfacing

FM-C041(102) -- 55-41 / FM-C041(103) -- 55-41, R-18 / B-63,  
HANCOCK COUNTY, IA

Manatt's, Inc.  
Newton, IA

Hancock County  
Engineering Office  
Garner, IA



*Paul Trombino III, Director, Iowa DOT;  
Jeff Steinkamp, Manatt's, Inc.; Chuck  
Finnegan, APAI President*



## Secondary Paving

LOST-12(01) -- 73-28, X-15 / 180th Avenue, Delaware County, IA

River City Paving  
Dubuque, IA

Delaware County  
Engineering Office  
Manchester, IA



*Paul Trombino III, Director, Iowa DOT;  
Scott Kueter, River City Paving; Anthony  
Bardgett, Delaware County; Chuck  
Finnegan, APAI President*



## 2011 QUALITY MANAGEMENT ASPHALT (QMA) AWARD WINNERS

### Primary Resurfacing – 2-Lane

STP-141-5(015) -- 2C-39, IOWA HWY 141, GUTHRIE COUNTY, IA

Manatts, Inc.  
Newton, IA

Iowa Department of  
Transportation  
District 4 Office,  
Atlantic, IA  
Resident Construction  
Engineering Office,  
Creston, IA



*Paul Trombino III, Director, Iowa DOT;  
Todd McCollough, Iowa DOT, District  
4 RCE – Creston; Joe Manatt, Manatt's,  
Inc.; Chuck Finnegan, APAI President*



### Primary Resurfacing – 4-Lane - Rural

STP-13-1(51) -- 2C-57, IOWA HWY 13, LINN COUNTY, IA

River City Paving  
Dubuque, IA

Iowa Department of  
Transportation  
District 6 Office,  
Cedar Rapids, IA  
Resident Construction  
Engineering Office,  
Cedar Rapids, IA



*Paul Trombino III, Director, Iowa DOT;  
Scott Kueter, River City Paving; Roger  
Boulet, Iowa DOT, District 6; John Vu,  
Iowa DOT, District 6 RCE – Cedar  
Rapids; Chuck Finnegan, APAI President*



### Primary Resurfacing – 4-Lane - Urban

NHSX-018-2(101) -- 3H-21, US HWY 18, CLAY COUNTY, IA

Tri-State Paving, Inc.  
Estherville, IA

Iowa Department of  
Transportation  
District 3 Office, Sioux  
City, IA  
Resident Construction  
Engineering Office,  
Cherokee, IA



*Paul Trombino III, Director, Iowa DOT;  
Jeremy Anderson, Tri-State Paving, Inc.;  
Tony Babcock, Iowa DOT, District 3  
RCE – Cherokee; Chuck Finnegan, APAI  
President*



## Interstate Resurfacing

IMX-035-2(347)33 -- 02-20, I-35, CLARKE COUNTY, IA

Norris Asphalt Paving Co.  
Ottumwa, IA

Iowa Department of Transportation  
District 5 Office,  
Fairfield, IA  
Resident Construction  
Engineering Office,  
Chariton, IA



*Paul Trombino III, Director, Iowa DOT;  
Josh Frederick, Norris Asphalt Paving Co.;  
Chuck Finnegan, APAI President*



## COMMUNITY INVOLVEMENT AWARD

This award is open to all members of the Asphalt Paving Association of Iowa. It is meant to recognize companies that have 'given back' to their community in time and services. By being of service to their community, this company shows the meaning of being a good neighbor.

Knife River Midwest,  
L.L.C.  
Sioux City

*Knife River Midwest,  
L.L.C. crews as they work  
to reinforce the levee to  
protect Sioux City during  
the 2011 Missouri River  
flooding.*



## INNOVATION IN TECHNOLOGY ASPHALT PAVING AWARD

(For the use of high percentage of recycled asphalt pavement mix featuring speed of construction in the rehabilitation of a perpetual asphalt pavement.)

This award recognizes the unique use of paving materials in paving projects which exhibit HMA paving advantages, e.g., design, rapid construction, quality, smoothness, and impact on traffic, residences, and businesses.

LFM-HMA(4)-11: SE 32ND AVENUE, POLK COUNTY, IA

Des Moines Asphalt &  
Paving Co.  
Ankeny, IA

Polk County Engineering  
Office  
Des Moines, IA



## 2011 APAI HMA HALL OF FAME

The Iowa Hot Mix Asphalt Hall of Fame was established by the Asphalt Paving Association to recognize and honor those individuals who had made significant and lasting contributions to the industry.



*Jim Zeigler  
Former Owner of Roblin Construction, Inc.*

*Please join us  
in recognizing all of the winners of our  
2011 APAI Awards program.*

## Pate Asphalt Hosts Rally for Mitt Romney

**O**n January 2, Paul Pate of Pate Asphalt hosted former Massachusetts Governor Mitt Romney, his wife Ann and three of their sons. The rally was held on the eve of the Iowa caucuses before a packed audience of over 500 people. Romney used the asphalt construction setting as his backdrop to share his vision for job creation and improving the economy. Joining Romney at the rally was United States Senator John Thune of South Dakota, who serves on the Committee on Commerce, Science and Transportation.

Pate Asphalt is an APAI and NAPA member company located in Marion.



*Paul Pate, President of Pate Asphalt (left) is pictured with Mitt and Ann Romney at his office in Marion.*





## APAI Convention BET ON BLACK hits the Jackpot!

The 56th Annual APAI Convention was a tremendous success this year thanks to our 310 attendees (biggest ever), fantastic sponsors, terrific speakers, and wonderful entertainment. This year's theme was **Asphalt. Bet on Black.** With a casino theme and a winning attitude, this may have been the best overall convention in recent history. Wednesday was Membership Day and had been redesigned to get more member interaction, including the introduction of Wed. night's "Asphalt Vegas". This live action casino night featured professional dealers, horse racing, camaraderie, show girls, great food, and fabulous prizes! Thanks to the generosity of the APAI members, we were also able to raise over \$1000.00 for the APAI Scholarship Fund.

Thursday's general convention day started with an amazing performance by mentalist, Jon Stetson. Paul Trombino III, new IDOT Director, gave a speech outlining his vision for the future of Iowa's transportation system. Trombino's speech was followed by the Executive Vice President of the AGC, Scott Newhard, Rep. David Tjepkes and Sen. Tom Rielly speaking about how APAI members can get involved in pushing for increased funding for the Iowa Road Fund. Highway Division Director, John Adam, joined the meeting to present the Smoothness and Quality Paving award winners to Iowa's best paving contractors. Mr. Jim Zeigler, formerly of Rohlin Const. and APAI, was introduced by his

son, Randy Zeigler, as the 2011 Asphalt Hall of Fame inductee.

The President's Banquet Thursday night, in honor of outgoing APAI President Chuck Finnegan, was a show-stopper. The APAI Scholarship Silent Auction raised \$8700.00 for Iowa university engineering students and the Scholarship Comm. Co-chair, Dr. Joe McGuire, of OMG Midwest, was honored as the APAI Member of the Year. The evening culminated in a magnificent performance by the Johnny Holm Band with Special Guest Star Jeff Burroughs. New APAI President, Duane Hassebrock of Manatts, will have a tough time topping this convention in 2012!

The APAI would like to thank this year's Convention Committee: Chuck Finnegan, Doug Clement, Joe McGuire, DeWayne Heintz, Danielle Hargens, Minnie Coree, Larry Mattusch and Royce Fichtner for a fantastic job. Thank you to all of our volunteers who made the convention so special and to all of our members for supporting the association with such zeal!

**A special thank you to the sponsors of this year's event:** Bituminous Materials and Supply, Jebro, Flint Hills Resources, Valley Environmental Services, Custom Welding and Metal Fab., Hallett Materials, Astec Industries, Altorfer, Ziegler, Roadtec, Weiler, Martin Marietta, JW Bell, Murphy Tractor and Equipment, Dillman Equipment, Holmes Murphy and Assoc., Fox

Engineering, BMC Aggregates, Road Machinery and Supplies Co., Flagger Pros, Antigo, JD Donovan Trucking, Elite Flagging, Barnhill and Assoc., Bituminous Insurance Company, Star Equipment, LTD. and Construction Materials Testing.



## APAI Welcomes New Members

APAI has continued to add new members. At our annual convention in December, one Aggregate Member and two Associate Members were added to our roster. Thank you to those who have helped recruit these new members.



Founded in 1966, Advanced Drainage Systems, Inc. (ADS), is the world's largest manufacturer of high density polyethylene drainage pipe. ADS offers a total system for cost-effective water management by producing pipe in 3" to 60" diameters, plus a complete line of fittings, and other accessories. Addressing the needs for sub-surface, storm sewer, sanitary, agriculture and septic drainage, ADS serves the world through 53 manufacturing plants, 24 company distribution centers, and over 4,000 independent distributors around the world.



AkzoNobel Asphalt Applications is the world's leading supplier of asphalt additives serving the road industry since the beginning of the 1940s. We deliver Anti-Stripping Additives, Emulsifiers, Rediset® Warm Mix additives and technology for the road construction and maintenance industry all over the world. AkzoNobel Asphalt Applications specializes in applying advanced chemistry to provide solutions to the specific needs of asphalt customers. AkzoNobel is committed to providing sustainable solutions that improves the performance and durability of asphalt pavements. Asphalt Applications is a part of AkzoNobel, a global Fortune 500 company leading in chemicals and

coatings with a turnover of \$19 billion and about 56,000 Employees. They are consistently ranked as one of the leaders in the area of sustainability.



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**MARCH 1-2, 2011**  
Greater Iowa Asphalt Conference  
Des Moines Airport Holiday Inn • 6111 Fleur Drive

sign me up

The banner features a background image of a large asphalt paver machine at a construction site during dusk or dawn. The text is overlaid in various colors and fonts, including a large 'sign me up' button with a map of Iowa icon.

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# IOWA ASPHALT REPORT



WEDNESDAY, FEBRUARY 29 - FRIDAY, MARCH 2, 2012  
AIRPORT HOLIDAY INN, 6111 FLEUR DRIVE, DES MOINES, IA

## WEDNESDAY, FEBRUARY 29, 2012

- 12 - 4 p.m. **Registration – Airport Holiday Inn, Fleur Drive, Des Moines, Iowa**
- 1 - 4 p.m. **Optional Pre-Conference Workshop: “Pavement Design and LCCA for Low-Volume Roadways”**  
\$125 per person – FREE for Greater Iowa Asphalt Conference registrants
- 1 - 4 p.m. **Optional Pre-Conference Workshop: “Safety: First, Second and Last”**  
\$125 per person – FREE for Greater Iowa Asphalt Conference registrants

## THURSDAY, MARCH 1, 2012

- 8:00 a.m. **Registration**  
**Continental Breakfast**
- 9:00 a.m. **Morning Session – Welcome and Opening Remarks** – Bill Rosener, Executive Vice President, APAI  
**Keynote: My Family’s Story: Courage, Passion & Overcoming the Odds**, Aaron Thomas, Parkersburg, IA
- 10:00 a.m. **Refreshment Break in the Exhibit Area** (Hotel Atrium)
- 10:30 a.m. **Morning Session continued – NCAT: Developing the Next Generation of Asphalt** – Randy West, NCAT  
**Trends Driving the Asphalt Industry: This Ain’t Your Grandpa’s Asphalt** – Mike Kvach, Executive Director, APA
- 12:00 p.m. **APAI Smoothness Awards Luncheon** (Banquet Room)  
John Adam, John Smythe, and Mitch Dillavou, Iowa DOT
- 1:30 p.m. **Afternoon Breakout Sessions I**

|  |   |   |  |
|--|---|---|--|
| <b>Track A</b><br>Iowa DOT Technician’s Update | <b>Track B</b><br>Quality Paving – Optimization of Your Asphalt Plant | <b>Track C</b><br>Innovative Pavement Rehabilitation Techniques | <b>Track D</b><br>Leadership Series – How to Achieve Excellence through Others |
|--|---|---|--|
- 3:00 p.m. **Refreshment Break in the Exhibit Area** (Hotel Atrium)
- 3:30 p.m. **Afternoon Breakout Sessions II**

|  |  |  |  |
|--|--|--|--|
| <b>Track A</b><br>PWL – What Have We Learned and Where Are We Going? | <b>Track B</b><br>Quality Paving – Best Paving Practices | <b>Track C</b><br>Building Environmentally Sustainable Asphalt Pavements | <b>Track D</b><br>Leadership Series – Inspector/Contractor Relations Panel |
|--|--|--|--|
- 5:00 p.m. **Reception in the Exhibit Area** (Hotel Atrium)
- 6:00 p.m. **Banquet and Entertainment** – Frank King, Comedian

## FRIDAY, MARCH 2, 2012

- 6:30 a.m. **Conference Breakfast in the Exhibit Area** (Hotel Atrium)
- 7:45 a.m. **Prize Drawing in the Exhibit Area** (must be present to win)
- 8:00 a.m. **Asphalt Research Report Extravaganza** – (7 project synopses)
- 9:30 a.m. **Refreshment Break**
- 9:45 a.m. **Most Interesting Asphalt Projects in Iowa**
- 11:30 a.m. **Grand Prize Drawings** (must be present to win)
- 11:45 a.m. **Adjourn**

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