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The Future of Iowa Asphalt

As preparations begin for the 2013 construction season, the *Iowa Asphalt Report* asked three leaders in Iowa's asphalt industry to give their insights into the future of Iowa Asphalt. Dr. Scott Schram, Iowa Department of Transportation (IDOT) Bituminous Engineer, Dr. Chris Williams, Associate Professor of Engineering at Iowa State University and Mr. Greg Kinser, General Manager of Iowa Aggregates, HMA, & Construction for Oldcastle Materials Group, Midwest and the President of the Asphalt Paving Association of Iowa (APAI) were all asked to provide their outlooks as it related to their fields of expertise: Dr. Schram, an agency perspective and materials research; Dr. Williams, materials research and technology transfer; and Mr. Kinser, the asphalt contractor perspective. All three of these gentlemen have proved their worth to Iowa's asphalt industry through their service, commitment and passion for Iowa's Asphalt Industry. The following are their viewpoints:



Dr. Scott Schram, Iowa Department of Transportation Bituminous Engineer

The only way to move forward is to first look back. Whether it is in the realm of construction, design, testing, or materials,

we have learned that some common practices still work well; while others do not anymore. What we did in the '60s, '70s, or even last year, may not work for tomorrow's conditions. Pavement design practices have outgrown today's conditions, new materials do not fit traditional specifications, and new equipment improving the speed of construction and quality may not meet the status quo. How do we respond? First, we must look back.

The Iowa DOT Pavement Management System, as well as other experimental test tracks, can provide us with a much needed history lesson. We can learn that the increased crushed content in the '80s all but eliminated rutting. We can learn that increasing the amount of frictional aggregate helped increase safety on our pavements. We can learn that the introduction of QMA helped increase pavement longevity. We can learn that cold in-place recycling and interlayers reduce reflective cracking. We can also learn what has not worked, or perhaps what does not meet our needs anymore. The moisture sensitivity test, AASHTO T283, does not discriminate well against poor performing pavements. There is evidence the performance graded binder (PG) system implemented in the late 1990s can be improved to provide a better indicator of rutting. Rehabilitation strategies that

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Tales from the Road



"Put me in Coach"

Our son Henry, age 5, has just gone through his first season of Pee-Wee football. It was a great experience for all of us. Henry has fallen in love with the game and I get to relive my childhood through his eyes. Some of the highlights of this experience have been watching his two coaches teach these kids the fundamentals of football and then lead them through the season. Once these energized and enthusiastic coaches got the kids all moving in the same direction, the touchdowns came in droves. A few of the kids showed themselves to be leaders on the field by helping the kids that didn't wholly understand what was happening and picking up the slack when needed for their teammates. We have an issue in front of the people of Iowa that needs leadership by our coaches and by the rest of us players — we need to raise the Iowa gas tax by ten cents a gallon this year.

In this scenario, I see our coaches as Governor Terry Branstad and leaders of the Iowa House and Senate, Kraig Paulson and Michael Gronstal. The leaders on the field are you and me. The kids who don't wholly understand the game plan would be the majority of Iowans. In the

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Upcoming Events

(Click event for more information)

Greater Iowa Asphalt Conference

Pre-Conference Sessions – March 6, 2012

Registration: 8 a.m. - 4 p.m.

“How to Sell More Asphalt”

(Session cost – \$100)

8:00 a.m. - Noon (Members only)

Limited space remaining

“Creating a Culture of Excellence”

1:00 p.m. - 4 p.m. (Session only \$125;

Conference attendee – FREE)

“Creating a Culture of Safety: A Focus on Worker Safety”

1:00 p.m. - 4 p.m. (Session only \$125;

Conference attendee – FREE)

Conference (General Sessions & Breakouts)

Registration: 7 a.m. - 4 p.m.

Dates: March 7-8, 2013

Location: Holiday Inn Airport

Des Moines, IA

To register, click here.

Interested in exhibiting, click here.

World of Asphalt 2013

Date: March 19-21, 2013

Location: Henry B. Gonzalez Center

San Antonio, TX

APAI Lunch & Learn

Date: April 2, 2013

Time: 10:30 a.m. - 1:00 p.m.

Location: Isle Center

1777 Isle Parkway

Burlington, IA

APAI Lunch & Learn

Date: April 4, 2013

Time: 10:30 a.m. - 1:00 p.m.

Location: North Iowa Regional

Commerce Center

9 North Federal Avenue

Mason City, IA

Longitudinal Joint Construction

(Asphalt Institute/IDOT)

Date: April 18, 2013

Location: TBD

Ames, IA

Eastern Iowa Golf Outing

Date: June 25, 2013

Location: Amana Colonies Golf Club

Middle Amana, IA

APAI Summer Meeting

Date: July 18-19, 2013

Location: Bridge's Bay Resort

Okoboji, IA

Western Iowa Golf Outing

Date: August 28, 2013

Location: Carroll Country Club

Carroll, IA

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

spring of 2012, Governor Branstad appointed the Transportation 2020 Citizen Advisory Committee. That committee was charged with determining the needs of Iowa's infrastructure by traveling throughout the state and holding public input meetings. The committee returned in the fall of 2012 with a recommendation for a ten cent per gallon increase to the current gas tax to raise the \$215M additional monies needed to meet Iowa's infrastructure's critical needs. **Not wants, critical needs.** Gov. Branstad dismissed the findings of his directed study, and instead asked the IDOT to come up with \$50M of additional savings within their department. I understand that government needs to be efficient, but those of us who have worked with the IDOT over the past decade, know that the organization is lean – perhaps too lean. Without the Governor's support, the Iowa Legislature did not pursue this issue as a legislative mandate.



This issue needs leadership **this year**. We need strong coaches to teach the team about the fundamentals. Iowans are not going to voluntarily come rushing forward to pay higher prices at the pump. However, if they are taught about the needs, benefits and costs of a good infrastructure, they will support the initiative. The fundamentals are there to be coached: the gas tax hasn't been raised since 1989, leaving $\frac{1}{3}$ of the buying power for the monies collected; gas tax receipts are constitutionally protected under Iowa law to be used only for infrastructure; somewhere between 20%-30% of the monies collected will come from out-

of-state drivers using Iowa roads; and finally, bad roads and bridges can cost the average driver upwards of \$700/per year in additional repair costs for their vehicles while the cost to the average Iowa driver will only be an additional \$60 per year. Iowans need to be taught these prescripts so that when some hotshot from the local TV station asks them at the gas pump what they think of raising the gas tax – they can tell them, “Hell yes we need to raise it! Iowa needs better, safer roads and I'm willing to spend a little more to get them!”

We have seen some good work by our field leaders. Groups that would traditionally oppose a gas tax: the Iowa Motor Truck Association and the Farm Bureau have stood with the traditional supporters like the Iowa Good Roads Association, the Iowa AGC, and the Asphalt, Concrete and Limestone Associations in favor of this increase. They realize that good infrastructure is vital to the economic well being of their industries and to Iowa's economy. We can do even better. As citizens, we need to call, visit and email our legislators and let them know that we **want** the gas tax increased. We need to educate our employees, our families and our friends just how important this issue is to the vitality of Iowa.

Our coaches, the Governor and the leaders of the House and Senate, need to recognize this issue as a priority of this legislative agenda. Get the public moving in the right direction. Energize the populous. Utilize your leaders on the field to help you get the message out. Let Iowans know that this issue means safer roads, good jobs, economic growth for Iowa, and a better future for all our children. No more excuses. No more “no tax” ideologues. Real decisions made by real leaders.

Put me in coach.

(The Future of Iowa Asphalt – Cont. from Page 1)

include pre-overlay techniques perform better than those without. How do we respond to these lessons? We turn to research and to our leaders.

We turn to research and to the leaders within the agency, industry and academia that can implement its findings. In today's pavement world, history can help confirm or debunk some previous assumptions while technology can replace others. In the new year, the Iowa DOT replaces AASHTO T283 with the Hamburg Wheel Tracking Device (AASHTO T324). An X-ray Fluorescence (XRF) machine will be used to identify RAP quality when documentation is not available. The disc-shaped compact tension test is available to determine the need to change binder grades in high RAP mixes. Falling weight deflectometer (FWD) and Ground Penetrating Radar (GPR) are now routinely used to collect information on the condition of our network and aid in forensic analyses.

In the future you will see bio materials used in paving. In the future, another emerging binder test (multiple stress creep recovery) will be evaluated for implementation. In the future, the Darwin Pavement Guide will be more widely applied as more data becomes available to populate its engines. In the future, there will be uncertainty. Iowans can be certain the DOT and its partners will respond and adapt.

Dr. Chris Williams, Associate Professor of Engineering at Iowa State University

The Asphalt Materials and Pavements Program (AMPP) is now in its second year. AMPP is a comprehensive program formed through the Iowa State University Institute of Transportation that focuses on education, technology transfer and research. The challenge we face in the asphalt industry is one of continued budgetary constraints coupled with increases in the inflationary costs associated with our industry. When we examine the challenges this presents, we need to understand the life-cycle cost of our products: its initial cost, maintaining our pavement, its longevity, and its worth at the end of its life. This needs to be addressed through a holistic approach – one



2012 AMPP Advanced Mix Design Class.

that engages everyone including owner/agencies, suppliers, and the personnel from executives to lay people. Improving the knowledge base of our industry occurs from continued education of people in our industry, as well as bringing the next generation into our discipline. We also need to be creative in how we approach our challenges. How do we bring into practice a lower initial cost pavement that has lower maintenance costs, lasts longer, and meets society's expectations? We will focus on the research and technology transfer of AMPP's activities and how we are working on addressing these issues.

More of the energy industry is being produced through alternative sources than crude petroleum: natural gas, wind, solar, biobased, and others. We continuously examine the opportunities that exist with biotechnology because it is renewable, it is produced in the United States, and it is synergistic with our industry's needs. The greatest component of our initial cost of asphalt pavements has been the increase in asphalt cement, as well as, the operating cost of our equipment. Both increases are linked to the increased price of crude petroleum. Will asphalt derived from crude petroleum always be available at viable prices for use in pavements? If not, what are the alternatives? The developing biotechnology industry has been producing on laboratory and pilot scale basis bio-oil

derived from the fast pyrolysis of cellulosic materials. Full scale operations are viable. Bio-oil can be produced from a number of different technology platforms using a wide range of source materials. AMPP has successfully created bioasphalt, done demonstration paving, and we are ready to do more. Bioasphalt will have lower initial cost than asphalt and will meet, or exceed, the performance of traditional asphalts. We also recognize that our high volume pavements often use polymers- which are again derived from crude petroleum. Thus, we have developed biopolymers that are alternatives to polymers commonly used in asphalt. These biopolymers will have lower initial cost and excellent performance. We are also looking at benchmarking changes to our production methods brought on by warm mix asphalt technologies. It is important to quantify the fuel savings as well as the improvement in stack emission reductions.

We also need to be innovative with the materials we have access to already: recycled asphalt pavement and recycled asphalt

shingles. Again, these are opportunities for reducing initial costs while maintaining performance. The challenge faced with recycled asphalt materials is meeting low temperature cracking performance expectations. We are examining methods of testing mixtures that are effective at

“Our pavements carry our economy and our collective expertise and innovativeness drive our economy.”

– Dr. Chris Williams

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2012 APAI Convention was a Blast

The 57th Annual APAI Convention was themed “Black to the Future” and the future of this event looks bright. Attendance was up nearly 20% to 350 attendees at

this year’s event. Great speakers, timely information, top-shelf entertainment and the camaraderie of friends old and new highlighted this year’s convention. Membership Day was a great mix of asphalt industry information during the day and world class fun at the 2nd Annual Asphalt Vegas on Wednesday night.

Thursday morning’s commencement speech was an outstanding presentation by six-time All-Pro Denver Bronco, Karl Mecklenburg. S.T.A.T.E. Testing President, Jay Behnke, wowed attendees with his presentation on The Green Asphalt Initiatives used in paving Chicago’s Magnificent Mile.

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This year’s event was a huge success thanks to great support from APAI Associate and Supplier Members:

- | | |
|-----------------------------------------|--------------------------------------|
| Akzo Nobel Surface Chemistry | Flagger Pros USA |
| Altorfer, Inc. | Flint Hills Resources |
| Antigo Construction, Inc. | Fox Engineering |
| Astec Industries, Inc. | Hallett Materials |
| J.W. Bell Co., Inc. | Holmes Murphy & Associates |
| Bituminous Insurance Co. | Jebro, Inc. |
| Bituminous Materials & Supply Co., Inc. | Martin Marietta Materials |
| Construction Materials Testing, Inc. | Murphy Tractor & Equipment Co., Inc. |
| Custom Welding & Metal Fabricating | Road Machinery & Supplies Co. |
| Cylosoft, Inc. | Roadtec, Inc. |
| Dahl Trucking | Star Equipment, Ltd. |
| Dillman Equipment | Valley Environmental Service |
| J.D. Donovan | Weiler |
| Elite Flagging, Inc. | Whitfield & Eddy, P.L.L.C. |
| L.G. Everist | Ziegler, Inc. |



The 2013 Greater Iowa Asphalt Conference (GIAC) will begin on Wednesday, March 6 and run through Friday, March 8 at the Airport Des Moines Holiday Inn. This yearly event has continued to grow with over 600 attendees enjoying last year's event. To view the 2013 Greater Iowa Asphalt Conference brochure click here. Pre-conference workshops begin on Wednesday afternoon with two sessions running simultaneously: "Creating a Culture of Excellence" and "A Focus on Worker Safety".

Thursday's opening session is not to be believed. Our Keynote speaker is Jon Stetson, mentalist extraordinaire. Jon wowed the APAI Annual Convention attendees last year and was asked to come back for this event. Jon is followed by

2013 GREATER IOWA ASPHALT CONFERENCE

COMMITTED TO EXCELLENCE

Wednesday, March 6 – Friday, March 8, 2013

asphalt expert, Dale Decker, who will focus the group on quality asphalt paving on a level that everyone can appreciate. The morning session will be concluded with Olympic Gold Medal Winning/University of Iowa Coach Dan Gable speaking on "Coaching to Excellence".

The GIAC Annual Awards Luncheon will present awards to honor contractors and agency personnel who worked on

Iowa's best paving projects during the 2012 Paving Session. This luncheon will be followed by an afternoon featuring four excellent and concurrent breakout sessions. Exhibitors will be displaying throughout the day with prizes being given away at each break. After the afternoon breakout sessions, there will be a social hour followed by the GIAC

Banquet highlighted by a return visit by Mentalist Jon Stetson. See how he continues to read (and blow) your mind!

Friday morning continues with national asphalt icon, Dr. Ray Brown, discussing the future sustainability of asphalt, followed by the "Most Interesting Projects in Iowa" and our grand prize giveaways.

Register now to reserve your space by clicking here.



IOWA ASPHALT REPORT

2013 GREATER IOWA ASPHALT CONFERENCE

WEDNESDAY, MARCH 6 – FRIDAY, MARCH 8, 2013

AIRPORT HOLIDAY INN
6111 FLEUR DRIVE, DES MOINES, IA

WEDNESDAY, MARCH 6, 2013

- 8 - 4 p.m. Registration – Airport Holiday Inn, Fleur Drive, Des Moines, Iowa
- 8 a.m. - Noon Optional Pre-Conference Workshop: “How to Sell More Asphalt”
\$100 per person - Open to APAI Members Only - Limited to 50 people
- 1 - 4 p.m. Optional Pre-Conference Workshop: “Creating a Culture of Excellence”
\$125 per person – FREE for Greater Iowa Asphalt Conference registrants
- 1 - 4 p.m. Optional Pre-Conference Workshop: “A Focus on Worker’s Safety”
\$125 per person – FREE for Greater Iowa Asphalt Conference registrants

THURSDAY, MARCH 7, 2013

- 8:00 a.m. Registration and Continental Breakfast
- 9:00 Morning Session – Welcome and Opening Remarks – Bill Rosener, Executive Vice President, APAI
Keynote: Return on Intuition, Jon Stetson, Mentalist Extraordinaire
- 10:00 Refreshment Break in the Exhibit Area (Hotel Atrium)
- 10:30 Just the Basics, Dale Decker, Asphalt Expert
Coaching to Excellence, Dan Gable, Olympic Gold Medalist
- 12:00 p.m. APAI Smoothness Awards Luncheon (Banquet Room)
Mitch Dillavou and Greg Mulder, Iowa DOT, Presenting
- 1:30 Afternoon Breakout Sessions I
- | Track A | Track B | Track C | Track D |
|------------------------------------------------|----------------------------------------------------------|-------------------------|------------------------------|
| Iowa DOT Update for Technicians – Plant Report | Plant to Grade Best Practices in Quality Paving – Part I | Extending Pavement Life | Developing Leadership Skills |
- 3:00 Refreshment Break in the Exhibit Area (Hotel Atrium)
- 3:30 Afternoon Breakout Sessions II
- | Track A | Track B | Track C | Track D |
|-------------------------------|-----------------------------------------------------------|--------------------|------------------------------|
| Best Practices for Inspection | Plant to Grade Best Practices in Quality Paving – Part II | Sustainable Paving | Developing Leadership Skills |
- 5:00 Reception in the Exhibit Area (Hotel Atrium)
- 6:00 Banquet and Entertainment – Jon Stetson, Mentalist Extraordinaire

FRIDAY, MARCH 8, 2013

- 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. Dr. Chris Williams & Dr. David Lee - Review of Research Projects 2013
Dr Ray Brown – Asphalt: A Sustainable Future
- 9:30 Refreshment Break
- 9:45 Most Interesting Asphalt Projects in Iowa
- 11:30 Grand Prize Drawings (must be present to win)
- 11:45 Adjourn

(The Future of Iowa Asphalt – Cont. from Page 3)

evaluating low temperature performance.

In summary, we need quality people in our industry that understand our challenges and pursue solutions that are long term. One of the greatest advantages we have in a world economy is our transportation infrastructure which is primarily made up of our pavements. Our pavements carry our economy and our collective expertise and innovativeness drive our economy.

Mr. Greg Kinser, General Manager of Iowa Aggregates, HMA, & Construction for Oldcastle Materials Group, Midwest and the President of the Asphalt Paving Association of Iowa

As I see it, there are three key issues facing our industry today: continued shrinking of funding, loss of market share to the PCC industry, and an ever-growing need to understand how global markets impact our own local businesses. If you are a pessimist, you probably tend to see each of these as a threat. To us optimists, they present opportunities. After half a decade of economic slump, it starts to feel like we have hit rock bottom. But then again, you might just as easily feel like there is no place to go but up. I personally choose the latter of these views. And here are some quick ideas on how to make the most of our situation.

First, take a look at our funding situation. Most credible sources of

information tell us that some 55 percent of highway funding comes from federal funding. If you have faith in our national leaders, you probably choose to fight for a bigger piece of the federal pie. If you have no such faith, I still say all is not lost. If nearly half our largest source of business – street and highway paving – is funded by state, county, and municipal agencies, we can make a huge impact by working with decision makers at these levels. These are the leaders with whom most of us prefer to deal, and with whom we tend to have the strongest relationships. Pushing through a gas tax increase is absolutely critical. Educating our legislators and tax-paying neighbors is essential. Some key points to consider:

- Your average Iowan sees enormous value in high-quality transportation and infrastructure systems, but has no idea how funding works
- A large number of our current legislators are new to the job, and themselves have little knowledge of how road and bridge maintenance in Iowa are funded
- Our state gas tax has not been increased since 1989
- As an enormous net exporter state, with considerably more “passing through” traffic on corridors such as I-29, I-35, and I-80, Iowa pays for an inordinately large portion

of its maintenance with residents’ tax funds. Taxing fuel ensures that those who destroy our roads pay to repair them.

- The average Iowan would pay less than \$100 per year out of his own pocket if he paid an extra 10 cents per gallon

On top of all this, there still remains a significant amount of private construction business out there. Whether industrial, commercial, residential, or otherwise, non-government building continues to offer a large amount of potential business for asphalt producers and contractors. Here again, education is essential. Designers of the pavements associated with these projects need to be educated. Many of these design engineers are not enlightened about the benefits of asphalt. Rather than preach

“Pushing through a gas tax increase is absolutely critical. Educating our legislators and tax-paying neighbors is essential.”

– Mr. Greg Kinser

to the choir about all the great things our product has to offer, I will stick to what I believe are the three main things PCC cannot replicate: convenience, convenience, convenience. Speed of construction and flexibility (no pun intended) come natural to asphalt pavers. We get in, get the owner out of the dust and mud, and get out much faster than the concrete guys ever could. Speedy construction and minimal impact on customers, or other contractors on the job, equate to money in the owner’s pocket. This crucial advantage of asphalt should be emphasized over all others.

Finally, we need to stay on top of the impacts of economic systems outside of what we see right in front of us every day. All across the country, the Portland cement industry is gunning hard for more market share. Consider those pressures along with the ramifications of the evolving liquid asphalt industry. Over the past few months, I have had the privilege to talk one-on-one with several people who are

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(2012 APAI Convention was a Blast – Cont. from Page 4)

Presentations by the IDOT elite followed: Scott Schram, Bituminous Engineer; John Selmer, Director, Performance and Technology Division; and, John Adam, Director, Highway Division all gave insights into what the future may hold for Iowa's Asphalt Industry and spoke to the strong partnership between the two entities.

The APAI Quality Awards Luncheon honored the "Best of the Best" in asphalt paving work in Iowa. Special awards were given to Taylor County Engineer, Eldon Rike; John Smythe, IDOT

Statewide Construction Engineer, and Robert Nady, Construction Materials Testing for a Lifetime Achievement Award. Two new inductees into Iowa's Asphalt Hall of Fame were added this year. Ray Hogrefe, Jebro, Inc. and George Nowlan, L.L. Pelling Co., Inc. were honored for their work for both the Iowa Asphalt Industry and the Asphalt Paving Association of Iowa.

The afternoon session finished strong with presentations by Billy Snead of OMG on Innovative Safety Methods and Shane Griffin and Mike Day of Dale

Carnegie who led an interactive session of developing relationships.

Thursday night's Presidential Banquet began with the APAI Scholarship Silent Auction, where \$10,000 was raised, and the evening finished with the Johnny Holm Band, where rugs were torn up. In the middle, Ted Huisman of Cessford Construction was honored as APAI Member of the Year, Duane Hassebrock of Manatts was thanked for his service as 2012 APAI President and Greg Kinser was welcomed as the 2013 APAI President.

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truly tuned in to international markets. One conversation was with a very well informed member of our industry who has traveled the world and has spent a lot of time in South Africa. He had recently gone back to South Africa for a long visit and quickly picked up on a strange anomaly. Asphalt contractors in the area had long enjoyed a convenient and mutually beneficial relationship with South Africa's oil refineries. More recently, those same refineries had turned their attention to a lucrative opportunity to ship their product several hundred miles inland – at a huge premium. In response, the local contractors banded together to leverage large-quantity purchases in hopes of staying competitive. Where did they end up getting their heavy oil? The United States. South African refiners shipped product hundreds of miles north, while American refiners shipped thousands of miles south – right into the local refiners' backyards – just to keep local contractors in business. Barges headed south from the USA were passing the trains headed north out of South Africa. This kind of thing was unheard of only 15 years ago, and they have the potential to make a huge impact on our businesses. I strongly recommend you keep one finger on the pulse of these global implications as it relates to local trends.

A final thing I find very beneficial is actively recruiting young people. These days, educators are turning out bright, young people whose understanding of



global markets and events far surpasses what guys like me possess. Do not let yourself, or your company, dismiss them for the things you do not have in common, or underestimate the value of the things they know. Specifically, their second-nature understanding of how things that happen around the world can impact us in Iowa might just keep us ahead of the next big issue.

Either way, our world continues to change at a rapid pace never seen before. Central to all the thoughts I have offered here is my strong belief that none of us can afford to be left behind. Keep fighting. Best of luck to all of you in 2013!

FINAL THOUGHTS

The pressures on the Iowa Asphalt Industry are numerous: lack of highway funding, raw material pricing and competitive pressures both from within and from outside of our industry, yet the message is clear; the resilience, strength and commitment to building quality asphalt pavements by this industry will not waver. It will take a coalition of researchers, engineers, students, agency partners and Iowa's asphalt contractors to lead this industry to be the most innovative, responsive, and environmentally conscientious pavement choice for Iowa.

APAI Welcomes New Members

APAI continues to add new members. At the last Board Meeting of 2012, the Board of Directors elected one Contractor/Producer Member and four Associate Members to the Association. Thank you to those who have helped recruit these new members.



Sta-Bilt Construction specializes in asphalt pavement preservation performing asphalt microsurfacing, asphalt chip seals and asphalt full depth in place recycling and stabilization. Sta-Bilt was established in 1959 headquartered in Harlan, Iowa. Sta-Bilt is dedicated to prolonging the life of asphalt pavements working to provide a cost effective solution for the customer's pavement needs. Sta-Bilt provides technical assistance to assess the agency's need and provide solutions. Sta-Bilt has collaborated for over 50 years with cities, counties, and the Iowa DOT to improve pavement preservation techniques and applications. Call today at 712-755-5153.



Midwest Tennis & Track Co. of Denison, IA has the experience and the credentials to make certain your sport surfaces are of the highest quality. Their superior installation standards ensure that your surface will provide durability and longevity for your performing athletes for many years to come.



Big Iron On-line Auction is a timed, online, unreserved internet auction program that was designed by auctioneers Mark and Ron Stock, in 2009, owners of Stock Realty and Auction Company founded in 1984.

At Big Iron, they sell large and small farm

machinery, construction equipment, trucks, trailers, ATVs, etc., any used equipment that you need to sell. You are able to sell one item or many items and they will meet you at your location to take pictures, videos and descriptions. They help you generate CASH! Bigiron.com allows you to represent the sale of your equipment. Who better to represent your equipment than you?

You will never have to move your item... it stays on your property till sold — then the buyer takes care of all transportation needs and costs, and Big Iron takes care of collecting all monies. They are licensed and bonded. You will save time and money. They do all the work! It is a great and easy way to sell your equipment and get "fair market" value.



IronPlanet is the world's leading on-line auction service for machinery. Founded in 1999, they are selling to a worldwide audience on a weekly basis. 2011 sales approached \$600 million. They typically sell 700-900 pieces each week to an audience of 15,000-18,000 viewers. Their worldwide subscribers total over 800,000. IronPlanet sells products in the following markets: construction, agriculture, trucks of all kinds and trailers. They have also sold automobiles, boats, personal water craft and airplanes. Please feel free to reach out to their local representative with questions regarding buying or selling using the IronPlanet business model.



GETZ RECYCLING EQUIPMENT was started by Roland A. Getz, President, in 1973 in Phoenix, Arizona. This company has become well known nationally for its line of conveying, screening, and recycle crusher equipment.

Prior to the ownership and operation of GETZ RECYCLING, Mr. Getz was a contractor and has been established in the resurfacing business for over 30 years.

This experience in the resurfacing business has given Mr. Getz an insight into what the present-day contractor wants, but also what he needs. Years ago when they started out, nobody knew who GETZ RECYCLING was. Today, articles in nationally circulated magazines are often referring to, or are about their small company and the technology they have brought to the industry. They attribute their success on a national level to three basic management philosophies:

1. They provide innovative new designs, constantly upgrading their equipment as technology becomes available. Their own test site allows a considerable advantage over their competition.
2. They build and sell only Top Quality Equipment! GETZ RECYCLING stands behind what they build!
3. Last but definitely not least, they hire only Top Quality People! These people provide the ideas and hard work required to build a solid, hardworking, American Made company.

Please welcome these new members and show your support for them, by contacting them and utilizing their services. To find contact information for these members, go to www.apai.net/members.aspx.

APAI Members

CONTRACTOR MEMBERS

Aspro, Inc., Waterloo
Ballou Pavement Solutions, Inc., Salina, KS
Barkley Asphalt, Sioux City
Blacktop Service Company, Humboldt
Determann Asphalt Paving, L.L.C., Camanche
Duinick Inc., Prinsburg, MN
Fort Dodge Asphalt Company, Fort Dodge
Gee Asphalt Systems, Inc., Cedar Rapids
General Asphalt Construction Company, Davenport
Grimes Asphalt & Paving Corp., Grimes
Heartland Asphalt, Inc., Mason City
Henningsen Construction, Inc., Atlantic
Illowa Investment, Inc., Blue Grass
Kluesner Construction, Inc., Farley
Knife River Midwest, L.L.C., Sioux City
Koss Construction Company, Topeka, KS
Manatt's, Inc., Brooklyn
Mathy Construction Company, Onalaska, WI
River City Paving, Dubuque
McCarthy Improvement Company, Davenport
MidState Reclamation, Inc., Lakeville, MN
Norris Asphalt Paving Company, Ottumwa
Oldcastle Materials Group
Cessford Construction Company, LeGrand
Des Moines Asphalt & Paving Company, Des Moines
Omni Engineering, Omaha, NE
Tri-State Paving, Inc., Estherville
L. L. Pelling Company, Inc., North Liberty
Shamrock Construction Company, L.L.C., Coralville
Shiple Contracting Corp., Burlington
Sta-bilt Construction Co., Harlan
Western Engineering Company, Inc., Harlan
W.K. Construction Co., Middleton, WI

SUPPLIER MEMBERS

Bituminous Material & Supply Company, Inc., Des Moines
Flint Hills Resources, Dubuque
Jebro, Inc., Sioux City

AGGREGATE SUPPLIER MEMBERS

BMC Aggregates, L.C., Elk Run Heights
Concrete Materials Co., Sioux Falls, SD
L. G. Everist, Inc., Sioux Falls, SD
Great River Materials, L.L.C., Burlington
Hallett Materials, Des Moines
Kuhlman Construction Company, Colesburg
Martin Marietta Materials, Des Moines

Schildberg Construction Company, Greenfield
Wendling Quarries, DeWitt

ASSOCIATE MEMBERS

Accurate Test Systems, Inc., Richfield, MN
Advanced Drainage Systems, Stuart
Akzo Nobel Surface Chemistry, Chicago, IL
Altorfer, Inc., Cedar Rapids
Antigo Construction, Inc., Antigo, WI
Asphalt Materials Technology, L.C., Ames
Astec Industries, Chattanooga, TN
Avello Bioenergy, Boone
Barnhill & Associates, West Des Moines
Big Iron On-line Auction, West Des Moines
James W. Bell Company, Inc., Cedar Rapids
Bituminous Insurance Company, West Des Moines
BOMAG Americas, Kewanee, IL
Bonnie's Barricades, Inc., Des Moines
Burroughs Consulting Group, Hiawatha
Central Service & Supply, Inc., Ankeny
Clarence Richard Company, Minnetonka, MN
Coleman-Moore Company, Des Moines
Construction & Aggregate Products, Des Moines
Construction Materials Testing, Des Moines
Custom Welding & Metal Fabricating, Inc., Waite Park, MN
Cylosoft, Inc., Ames
Dahl Trucking, Inc., Elmore, MN
Denco Highway Construction, Mingo
J.D. Donovan, Inc., Rockville, MN
Edwards Contracting Ltd., Hampton
Elite Flagging, Inc., Cedar Rapids
Flagger Pros USA, L.L.C., Ames
Fusion / Cryogenic Engineering, Cedar Rapids
Arthur J. Gallagher, Des Moines
Gencor Industries, Inc., Orlando, FL
Getz Recycling, Inc., Louisburg, MO
Glendandy Marketing & Advertising, Ames
Hawkeye Consulting Service, Inc., Cedar Rapids
Heuss Printing, Inc., Ames
Holmes Murphy & Associates, West Des Moines
Housby / VOCON, Des Moines
Humboldt Manufacturing Company, Schiller Park, IL
Innoventor, St. Louis, MO
Iowa Parts, Inc., Cedar Rapids
Iowa Plains Signing, Slater
Iron Planet, West Des Moines
Jim Hawk Truck Trailers, Inc., Altoona

La Mair-Mulock-Condon Company, West Des Moines
Logan Contractor Supply, Urbandale
Manhole Adjustable Riser Company, Oskaloosa
MeadWestvaco Corporation, North Charleston, SC
Merchants Bonding Company, Des Moines
MetroWaste Authority, Des Moines
Mid-Iowa Enterprises, Inc., Ames
Midwest Tennis & Track, Denison
Modified Asphalt Solutions, Inc., West Des Moines
Ron Monson and Sons, Britt
Murphy Tractor & Equipment Company, Inc., Wichita, KS
Olson Brothers Sodding and Landscaping, Marion
QPR, Alpharetta, GA
Quality Striping, Inc., Des Moines
Quality Traffic Control, Inc., Des Moines
Quick Supply Company, Des Moines
R2R Recycling, L.L.C., West Des Moines
Road Machinery & Supplies, Des Moines
Road Science, Inver Grove Heights, MN
RoadSafe Traffic Safety, Inc., Des Moines
Roadtec, Inc., Chattanooga, TN
Sakai America, Inc., Adairsville, GA
Save Our Sewers, Inc., Cedar Rapids
Star Equipment, Ltd., Des Moines
3M Company, Omaha, NE
Tarmac, Inc., Blue Springs, MO
Tennis Services of Iowa, Marion
Terex Roadbuilding, Cedar Rapids
Titan Machinery, Des Moines
Unique Paving Materials, Cleveland, OH
Valley Environmental Services, Newton
Walker Construction Company, Emporia, KS
Waste Commission of Scott County, Buffalo
Weiler, Knoxville
Wells Fargo Bank, Des Moines
Whitfield & Eddy, P.L.C., West Des Moines
Wirtgen America, Inc., Antioch, TN
Wynne Transport Service, Inc., Omaha, NE
XL Specialized Trailers, Inc., Manchester
Ziegler, Inc., Des Moines

CONSULTING ENGINEERS

Anderson-Bogert Engineers & Surveyors, Inc., Cedar Rapids
Fox Engineering Associates, Ames
Debra S. Haugen, LLC, Minneapolis, MN
IIW, P.C., Dubuque
Terracon, Cedar Rapids