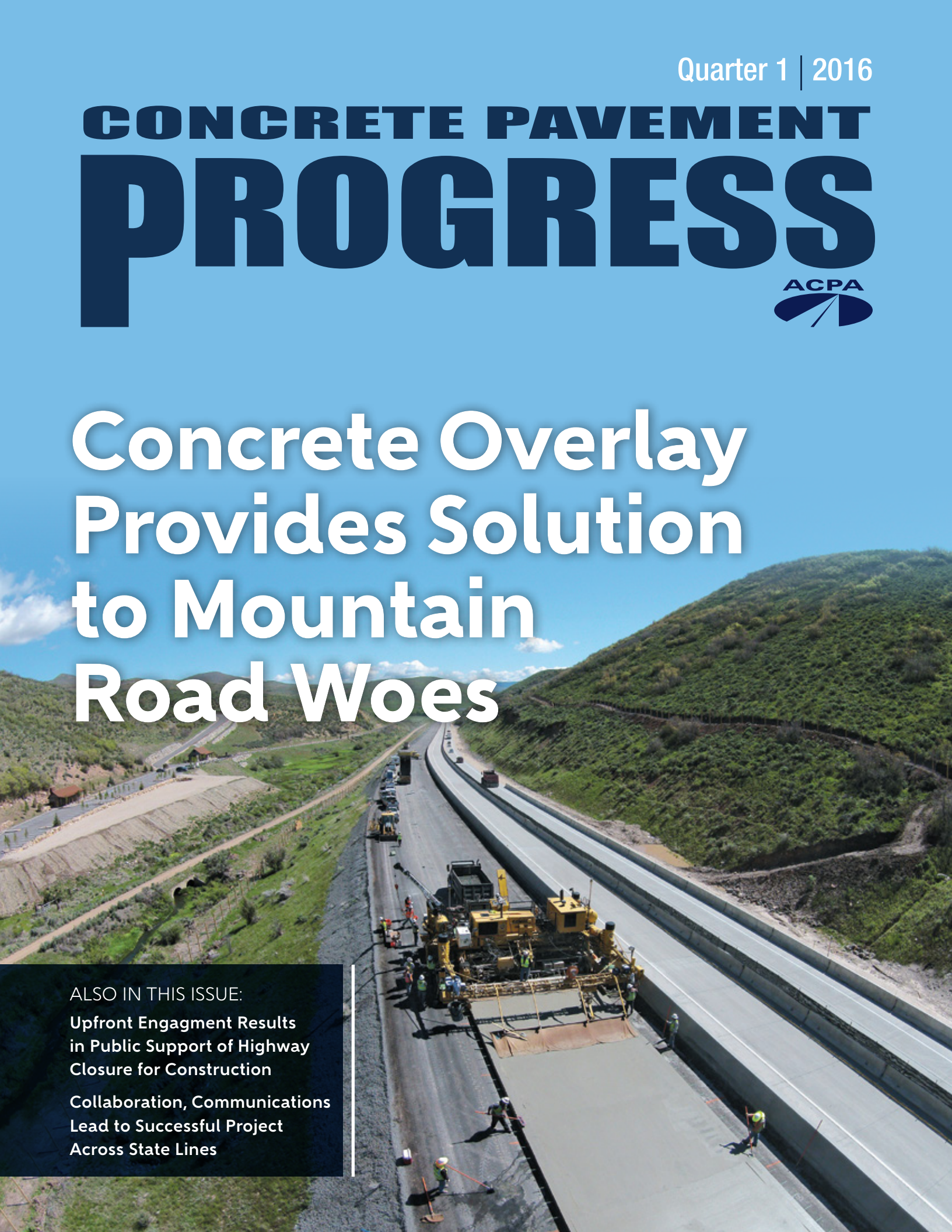
Quarter 1 | 2016

CONCRETE PAVEMENT PROGRESS

ACPA

Concrete Overlay Provides Solution to Mountain Road Woes



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Upfront Engagment Results in Public Support of Highway Closure for Construction

Collaboration, Communications Lead to Successful Project Across State Lines

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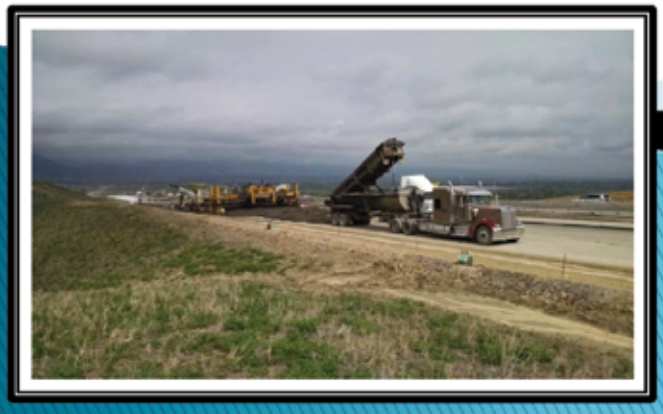

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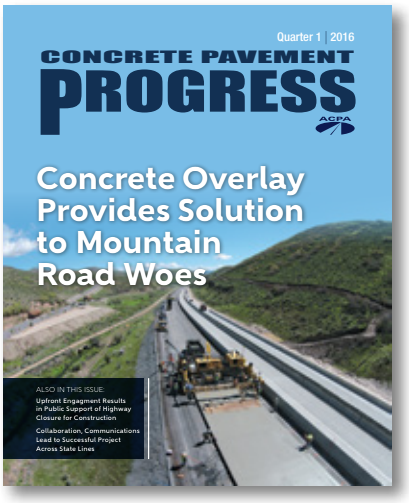
Concrete Pavement Progress is the official magazine of the American Concrete Pavement Association (ACPA). ACPA is the national trade association for the concrete pavement industry. The primary mission of ACPA is to create and maintain a strong national presence through dynamic, strategic leadership, effective technical expertise and resources, and persuasive advocacy on behalf of the concrete pavement industry.

A Time for Celebration



ACPA IS PLEASED TO ANNOUNCE the launch, or more precisely, the return of *CONCRETE PAVEMENT PROGRESS*.

Thanks to a partnership with the expert team at LLM Publications, we are once again publishing the quarterly magazine, following a brief hiatus. Our "new" magazine boasts shorter, quicker to read content, more illustrations, and some other enhancements.

In this issue, we're pleased to present three project stories that were highlighted at the "Makin' Concrete Cool Project Stories" session at ACPA's 52nd Annual Meeting. In addition to celebrating great examples of quality concrete pavement construction, these stories are a taste of what's to come in CPP. We are committed to highlight projects that tell the stories of our members and our industry.

We are also shining the spotlight on Gary Godbersen, the venerable President & CEO of GOMACO Corporation, and the recipient of the 2015 Hartmann-Hirschman-Egan Award, as well as other recipients of ACPA's Distinguished Service Awards. (To read the full story about the award recipients, follow this link to see photos, award recipients, and the complete story online: *http://www.acpa.org/acpa-excellence-in-concrete-pavement-awards-2015/*.)

It seems fitting that as we are marking a new milestone, the industry is also on a new path with the recent signing of the Fixing America's Surface Transportation Act (or FAST Act), federal transportation legislation that provides much-needed funding for a five-year period intended to improve the Nation's surface transportation infrastructure. Within the FAST Act is the Accelerated Implementation and Deployment of Pavement Technologies 2 (AID-PT2), the ACPA-led provision that was first included in the Moving Ahead for Progress in the 21st Century Act (MAP-21). AID-PT2 provides funding for the continuing advancement of pavement technologies through partnerships with FHWA and the industry, including the National Center for Concrete Pavement Technology.

On this, the occasion of the relaunch of ACPA's first (and oldest) periodical, we invite you to read and enjoy this issue, and to keep us informed of articles you'd like to see in the future. Please let us hear from you at *bdavenport@acpa.org*.

Bill Davenport
Vice-President of Communications
American Concrete Pavement Association

E2 Systems, LLC

Winner of the prestigious 2015 Nova Award from the Construction Innovation Forum

E2 wins for Portable Modular Conveyor

After years of being in the concrete paving business, Michael and Carl Evangelista developed a new machine sales endeavor offering a dynamic, new product was originally developed as a tool to aid in placing concrete in road grades in front of a slipform-paver. In 2015 the Portable Modular Conveyor-Material Placer was awarded the Construction Innovation Forum, NOVA Award, see www.cif.org/nova-index.php.

E2 Systems, LLC, has designed, developed, patented, and is manufacturing the Material Placer that easily attaches to most front-end wheel loaders with integrated tool capabilities, utilizing standard coupling systems. The concept is simple; the design is complex. The conveyor is designed built, and tested machine with the contractor in mind. The conveyor can handle various materials and place them with accuracy to a designated work area 90 degrees from the delivery path allowing for a variety of vertical and horizontal conditions.

Based on the simple need for all contractors, excavators, concrete, asphalt, landscapers, farmers, or quarry operators to efficiently deliver materials to a limited access work space, the Portable Modular Conveyor offers cost-effective solutions over alternative equipment.

At 8.5 ft wide and 21ft long, it is easily transported as standard legal load. As an attachment, the conveyor can be folded to a 10 ft length to travel in a single lane of traffic. The conveyor frame can also be shifted 2 ft left or right from center to adapt to dumping needs or conditions. Coupler deck can easily be switched to accommodate different brand wheel loaders.

We invite you to visit our website, www.materialplacer.com to see actual use of the equipment in a concrete paving application. We currently have units working in Michigan, Oklahoma, Iowa, and California.

PROJECT SNAPSHOT

- Cost: $152,668,593
- Length: 7 miles
- Total Square Yards of Paving: 700,000 SY
- Total Lane Miles: 56
- Number of Intersections/ Interchanges: 10
- Number of Bridges: 37
- Number of Businesses Along Route: 60

Upfront Engagement Results in Public Support of Highway Closure for Construction

"96 Fix" shows value of communications, technological innovation and planning

By Sheryl S. Jackson

THE DECISION TO SHUT DOWN a freeway that carries 140,000 commuters each day, even for a few hours, is a big decision. However, in 2014, the Michigan Department of Transportation (MDOT) tackled the largest, single-season construction contract in its history.

This stretch of I-96 is a key component to the state's infrastructure connecting the large cities of Detroit, Ann Arbor and Lansing, which makes it vital to the economic growth and quality of life in southeast Michigan. The project required closing a seven-mile stretch of I-96 in both directions for the duration of construction. Under any circumstances, such a large-scale closure would present problems, the MDOT and the contractor turned the challenge to a success.

Known as the "96 Fix," the project was a combined road and bridge project consisting of reconstructing seven miles—56 lane miles—of depressed urban freeway, reconstructing 22 ramps, and rehabilitating 37 bridges. The project also involved installing new underground drainage sewers; constructing 15- to 25-foot retaining walls; and installing a new light-emitting diode (LED) freeway lighting system.

The freeway was fully reopened to traffic in only 167 days, which was approximately three weeks early, according to Christine (Chris) Poe, vice president of Ajax Paving Industries. "During this time, the 37 bridges requiring work were either temporarily closed or were rehabilitated part-width."

Poe attributes the success of the project to several factors:

» Stakeholder engagement

Municipalities, businesses, schools, emergency responders and commuters were given an opportunity to review plans and offer input as early as two years before construction began. "MDOT prepared 15 alternative plans and presented nine of them to the public for input," she says. "The use of dynamic traffic assignment modelling helped the public visualize the alternatives, which increased confidence in the plans and helped them make a more informed decision."

» Maintenance of local traffic priority in schedule

Work on the bridges in the project was scheduled carefully to ensure local traffic could be effectively maintained. Some of the 37 bridges that cross over the highway that required rehabilitation were fully closed while others maintained traffic part-width. A "bridge matrix" that defined which bridges must remain open while others were closed or under part-width construction was developed to keep traffic moving by preventing the closure of bridges while others in the area were under construction, which ensured adequate alternate routes to drivers.

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» A+B contracting format

Leading the administrative innovations was the A+B Contracting format where bidders not only bid items of work but their bid carried a time component with the contract award going to the bidder whose combination produced the least overall cost and time to the owner.

» Technological innovations

A "paperless construction document management" process, also known as "e-construction," contributed to the administrative efficiencies, Poe said. The entire project team managed the many construction documents through secure MDOT document management software as opposed to the old paper mailing and filing system that takes much more time to process and takes up much more space.

Administrative technology coupled with field technology such as automated machining for grading operations and automated GPS control for the concrete pavement construction equipment created an environment for other construction efficiencies—saving time and cost.

» Ongoing communications with public

Social media that included message boards, Facebook and Twitter, along with a dedicated I-96 website, local cable television and newspaper articles kept the public informed of construction schedules, detours, closures and project news.

Communication efforts via social media supported public engagement with residents posting their own photos and videos of the project. In fact, 4,500 people followed the Facebook site, and the project had 1,200 Twitter followers.

The combination of engaging stakeholders, incorporating innovative technology and implementing best practices made it possible for the construction team to meet its lofty goal of reconstructing the freeway in one construction season, Poe said, adding "The numbers are impressive—700,000 square yards of concrete pavement, 800,000 tons of aggregate, 350,000 lineal feet of drainage pipe, 22 new bridge decks and complete reconstruction of two of the 37 bridges." ✧

PROJECT SNAPSHOT

- 12.5 miles of road paved in three sections—two in Minnesota and one in Iowa
- Located on the state line from Emmons, Minnesota (US HWY 69) to Gordonsville, Minnesota (US HWY 65)
- Construction began June 2014 and was complete July 27, 2014
- Stringless paving was used on the project
- Iowa tine texturing used versus Minnesota carpet drag
- Plant was set up on Worth County-owned land and calibrated and inspected by Iowa DOT and MnDOT
- Haul time to project ends was 20–25 minutes

Collaboration, Communications Lead to Successful Project Across State Lines

By Sheryl S. Jackson

A FAMILY REUNION, a picnic table conversation, and a true spirit of collaboration were the key ingredients to a successful paving project that involved one highway that crossed state lines.

When Al Venz, Worth County, Iowa's assistant engineer attended his wife's family reunion, he sat down with long-time friend and family-by-marriage, Dan Kenison, highway technician for Freeborn County, Minnesota. "Al just looked at me and asked what we were planning to do with State Line Road because his county was planning a concrete overlay to fix their section of it," says Kenison.

The roadway in question is a 12.5 mile stretch of highway that is along the state line, crossing from Minnesota into Iowa and back into Minnesota. Although Worth County had plans to renovate their section of the road with an unbonded 5-inch concrete overlay with a fabric interlayer over old concrete sections and bonded overlay over bituminous sections, it was not until after the "picnic table conversation" that Freeborn County looked at the possibility of renovating their sections of the road.

"We were planning to close our section of the road for construction, so it made sense to see if Freeborn County wanted to plan their construction at the same time to avoid disruption of local traffic multiple times," said Rich Brumm, engineer for

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Worth County. After Freeborn County identified funds for the project, the decision to coordinate the projects led to a number of preconstruction conversations.

Minnesota Department of Transportation (MnDOT) and Iowa Department of Transportation (DOT) have different specifications but the goal was a road that looked and felt the same to the—no matter which section motorists were driving. Because one section of the road in Minnesota used local dollars, the decision was made to use Iowa specifications for the road," Kenison said. "We also got permission for some things such as tining, which is normally not allowed due to road noise, but Worth County's experience with concrete and tining, as well as the fact that this is a rural road, made it possible to change our specifications."

Although Brumm had placed more than 130 miles of concrete overlay in the two Iowa counties he oversees, Freeborn County's experience was primarily asphalt construction. Even with many years of experience, the State Line Road project was the first time a concrete overlay was placed on concrete in his counties, Brumm said. "The road was stable so we did not want to reconstruct it so we decided to use a fabric layer, which is a newer technique in the U.S. but well proven in Europe."

"Stringless paving was a first for our county," says Kenison. "It worked perfectly on our projects, especially the narrow roads and steep ditches on either side of the road." The contractor used four total stations to control the paver throughout all of the projects.

The first big challenge during construction occurred when the Minnesota bituminous contractor's delay in paving the bridge end tapers—the only asphalt construction in the project—threatened the schedule for concrete placement. "When the delay occurred, we changed specifications from a combination of asphalt and concrete to 9-inch concrete for the bridge ends," says Kenison. "The change actually saved us about $50,000."

Even though the different state agencies and counties were committed to working together to

produce the best road possible, everyone agrees that their chances for success were enhanced when Concrete Foundations Inc. (CFI) won the contracts for all three sections of the project. "Theoretically, we could have worked with three separate contractors but with CFI handling all three projects, preconstruction planning and communications were much easier," Kenison said.

"Iowa has some unique approaches, such as the use of the maturity method, so Freeborn County let Worth County take the lead on testing," says Tom Schmitt, general manager of CFI. "We really did not have to change construction practices as long as we followed the slightly different specifications for each section, one of which is a different fly ash requirement,"

In-house, however, the challenge was handling two different sets of paperwork to meet each state's requirements. "Also, with Minnesota wages higher than Iowa wages, supervisors not only had to make sure employees hours were correctly coded for the state in which they worked that day, but also tried to schedule crews to work on all sections of the project so everyone had a chance to earn the higher Minnesota wages." ✧

PROJECT SNAPSHOT

- 7.55 miles of eastbound and westbound lanes—two lanes in each direction
- 12 inches (377,500 square yards) of portland cement concrete pavement placed over 4 inches of partial-depth reclaimed asphalt
- Construction completed in two phases—eastbound lanes in fall 2014 and westbound lanes April to September 2015
- Reclamation mixture included 7 percent cement to meet strength requirement of between 300 and 500 psi in seven days

Concrete Overlay Provides Solution to Mountain Road Woes

By Sheryl S. Jackson

WHEN THE UTAH DEPARTMENT OF TRANSPORTATION (UDOT) decided to create a concrete replacement for a 7.55 mile stretch of I-80—an asphalt road that required frequent repairs due to the high volume of truck traffic on the mountain road—engineers opted to use a concrete overlay, an approach never before used in Utah. Not only did the approach support an accelerated time schedule and save costs over traditional reconstruction, but it met goals for sustainable, environmentally-sound building practices.

"The project was designed as concrete overlay over partial-depth asphalt reclamation (PDR)," explained Cody Preston, area manager at Geneva Rock Products, the contractor for the project. The existing subgrade was good, but whitetopping alone would not allow slope changes needed to improve the road. Four inches of existing asphalt were recycled by pulverizing and blending the material with portland cement to create a durable paving platform, he explained. "The original UDOT design specified between 9 and 11 percent portland cement, but our testing showed that 7 percent cement was adequate to meet UDOT strength requirements, which created cost savings for the agency."

The project presented a number of challenges that were not specific to whitetopping on asphalt PDR, including unpredictable mountain weather; a no track grade on the mountain roadway; only three access points to the construction site; and

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an accelerated construction schedule. The late bid date of May 2014 meant a short construction window to complete the eastbound lanes before winter weather stopped construction. Westbound lanes were constructed between April and September 2015.

"Access to the site was limited to either end of the roadway and at one interchange at the midpoint of the project," explained Preston. "This required careful phasing of construction activities to ensure different crews did not block each other from their work assignments." Weekly coordination meetings kept everyone apprised of what work was occurring on each section as well as when newly-reclamated and newly-paved surfaces could support construction traffic.

"After we realized how little track grade existed during construction of the eastbound lanes, we switched to stringless, 3D paving in the construction of the westbound lanes to open up space to improve safety and operations," Preston said. Another change in the second season of construction was the use of Holcim Envirocore™ cement as the hydraulic binder. "The Envirocore product significantly lowered the environmental impact from traditional concrete mixtures by using blended cements and fly ash. There was no difference in the performance of the two mixtures."

UDOT specifications called for moist curing for 72 hours, but during construction of the PDR, we realized that it was necessary to drive on the treated sections sooner than 72 hours, Preston said. "Because the cement blend was used, it was possible to drive on the surface sooner, as early as 24 to 36 hours after construction, but it was monitored carefully because the longer we could wait, the fewer ruts would form."

There were multiple benefits to combining a concrete overlay and a PDR, he added. "The PDR proved to be a superior paving base material, holding up well during construction activities and reducing yield loss compared to an aggregate base, which made it possible to more accurately predict the amount of cement needed," he said. "Also, use of existing materials for the paving base created little waste material that had to be hauled to a landfill, which represented another cost savings." ✧

Steve Jackson, 2016 Chair

ACPA Names Jackson as Chairman of the Board

THE AMERICAN CONCRETE PAVEMENT ASSOCIATION (ACPA) has named Steve Jackson, as its 2016 Chairman of the Board of Directors.

Jackson is President of Cedar Valley Corp., LLC, a second-generation, family-owned and operated heavy & highway construction contractor firm. Founded in 1971, the company is headquartered in Waterloo, Iowa.

Jackson accepted the role from 2015 Chairman, Mike Lipps, Vice President of Operations, Duit Construction Co., Inc. A time-honored gavel-passing ceremony marked the transition, after which Jackson challenged ACPA members, staff, and Chapter/State affiliates to become more involved in Association activities by joining one or more task forces organized under ACPA's Strategic Advisory Committee.

Jackson also outlined his goals for 2016, notably to address the needs of contractors and other members; to concentrate on increasing membership, particularly to bring on more contractor members; and to continue developing a supply of tools and other resources to benefit Chapter/States and members.

"You can count on me, and I hope I can count on you," Jackson said, adding, "We should always remember that we can always count on concrete!" Jackson's comments underscored the ACPA's "Count on Concrete" campaign and received a rousing standing ovation from more than 300 people present at the final event of the ACPA annual meeting, a gala dinner and awards ceremony.

> "You can count on me, and I hope I can count on you," Jackson said, adding, "We should always remember that we can always count on concrete!"

In accepting the Chairmanship, Jackson acknowledged and thanked his wife Terri and their daughters. He also spoke about his career, and cited a legacy of giving back to the concrete pavement industry, which he said is a value instilled in him and his company by his late father, Robins Jackson.

This is only the second time in the almost 53-year history of ACPA that a father and son have served as Chairmen of the ACPA Board of Directors. Robins Jackson served as Chairman in 1977. ✧

Gary Godbersen Named 2015 Recipient of Hartmann-Hirschman-Egan Award

GARY GODBERSEN, PRESIDENT & CEO of GOMACO Corporation, was awarded the 2015 Hartmann-Hirschman-Egan (HHE) Award. The award recognized Godbersen for his long-time support for the American Concrete Pavement Association, dating back more than 50 years.

The award is also a tribute to his vision, inventiveness, and many innovations in concrete paving equipment and accessories. In presenting the award, ACPA President & CEO Gerald F. Voigt, P.E. said, "Your contributions have greatly advanced improved slipform pavement technology, improved construction, and contributed beyond measure to the betterment of the concrete pavement industry and pavement quality."

Awarded annually since 1968, the HHE award is presented to individuals or organizations for unparalleled, long-term commitment, dedication, participation, and leadership in the concrete pavement community. The presentation of the award this year marks the first time the award has been presented to both a father and son in the same company. Mr. Godbersen's father, Harold W. Godbersen, was recognized posthumously in 1991 for his contributions to the concrete pavement industry. ✧

About the Hartmann-Hirschman-Egan Award

The award is one of the most coveted awards presented by the American Concrete Pavement Association. The award recognizes individuals and companies, as well as other organizations, for unparalleled commitment, dedication, participation, and leadership in the concrete pavement community.

First presented in 1968, the award was originally named in honor of Harold W. Hartmann, who served as the Association's Secretary-Treasurer from 1964 until 1974. In 1987, Robert E. Hirschman's name was added in recognition of his term as the Association's Chairman (then President) in 1967, as well as his tenure as Secretary-Treasurer from 1975 to 1987. In 2007, the name of Edward A. Egan was added in recognition of his steadfast leadership and dedication to the Association and the industry it serves. Among the stations he occupied was the ACPA's chairman in 1986, as well as Secretary-Treasurer—from 1988 to 2007, making him the longest-serving person in that capacity in the Association's history.

These individuals demonstrated leadership and tireless dedication to the concrete pavement industry, which helped shape the ACPA and the industry it serves. The award is presented to individuals or groups that demonstrate the same level of dedication as Hartmann, Hirschman, and Egan.

American Concrete Pavement Association presents

Distinguished Service and Recognition Awards

THE AMERICAN CONCRETE PAVEMENT ASSOCIATION (ACPA) recently announced the recipients of its distinguished service and recognition awards.

The awards program was established in 1968, when the first honoree was James W. Johnson, Iowa Highway Commission Testing Lab, for the invention of the slip form paver. The program has grown into a time-honored tradition, cherished by the honorees, the industry, and of course, ACPA. The recipients of ACPA's annual distinguished service awards are as follows:

The Harold J. Halm Presidential Award

ACPA presented the Harold J. Halm Presidential Award to the Wisconsin Department of Transportation for its long-standing life cycle cost and pavement type selection policies that recognize the importance that healthy industry competition has on creating higher quality pavements at a lower overall cost to the public.

Kevin McMullen, Wisconsin Concrete Pavement Association, accepts the Harold J. Halm Award on behalf of the Wisconsin DOT.

"Good pavements are built by good contractors and the Wisconsin DOT's steady hand is a result of its focus on maintaining an excellent core of contractors with highly skilled crews," said ACPA President/CEO Gerald F. Voigt. Wisconsin's annual paving program allows for the contractors to continue their commitment to their employees and to continue the capital investments into their companies.

"For more than 50 years Wisconsin DOT has proactively managed their pavement network using a variety of solutions involving both concrete and asphalt pavement. Their policies have resulted in some of the highest quality pavements and one of the most well-maintained pavement networks in the United States," Voigt said. He also said the state's pavement cost are among the

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» Distinguished Service and Recognition Awards, cont.

lowest unit costs in the country, as measured by the square yard of concrete or ton of asphalt. He attributed this to the DOT's management policy and philosophy that looks beyond the expedient choices and toward the prudent ones.

The Harold J. Halm Presidential Award has been awarded selectively since 1994. It is presented to an individual or organization for "distinguished achievement." The award is named in honor of the first president of ACPA, who served from 1964 until his death in 1985.

Marlin J. Knutson Award for Technical Achievement

ACPA presented the 2015 Marlin J. Knutson Award for Technical Achievement to Julie M. Vandenbossche, Ph.D., P.E., University of Pittsburgh, for more than 25 years of accomplishments in the field of concrete pavement research, particularly her work on the design of concrete overlays on asphalt pavements. The design models offer the concrete pavement industry new opportunities in the industry's quest to provide quality alternatives to traditional asphalt resurfacing.

ACPA's Jerry Voigt presents the 2015 Marlin J. Knutson Award for Technical Achievement to Dr. Julie M. Vandenbossche, University of Pittsburgh.

The Marlin J. Knutson Award for Technical Achievement is presented to an individual or group who has made significant contributions to advance the development and implementation of technical innovations and best practices in the design and construction of concrete pavements.

This award is named in honor of the second chief executive of the American Concrete Pavement Association. Marlin J. Knutson served in that role from 1985 to 1998, and during his tenure, was a staunch advocate for technical service and technology transfer. The Knutson Award for Technical Achievement has been awarded annually since 1998.

Outstanding Pavement Promotion Award

The award was presented to Larry Engbrecht, South Dakota Chapter–ACPA, for his professional approach and honorable, straightforward nature as Executive Director of the South Dakota Chapter–ACPA. These qualities have built a trustful environment where the South Dakota DOT and industry partner together to find mutually beneficial solutions using concrete pavements. This has led to a stable market for concrete paving and the introduction of concrete overlays as a tool in the DOT's toolbox.

ACPA's Jerry Voigt presents the Outstanding Pavement Promotion Award to Larry Engbrecht, Executive Director of the South Dakota Chapter–ACPA.

The ACPA Outstanding Pavement Promotion Award has been awarded selectively since 1998. It is presented to an individual or group who has made significant contributions through promotion efforts or programs to advance the awareness, specification, and/or placement of concrete pavements. The recipient must be an employee of an ACPA member-company, ACPA national staff, or staff of a local chapter/state association affiliated with ACPA.

Lifetime Pavement Recognition Award

The award was presented to Westminster Avenue between 1300 East & 1400 East, Salt Lake City, Utah. Westminster Avenue was among the first concrete streets ever built by the city, having been constructed in 1916. It serves as a testament to the longevity of concrete pavements, carrying traffic just as it did nearly one hundred years ago.

"The cost of construction was $5,894.74, which if divided evenly over its 99-year life means that it only cost the city $59.54 per year plus any minimal maintenance costs expended over its lifetime," said ACPA President & CEO Gerald F. Voigt, P.E.

The original construction was a trapezoidal design of between 5" to 7" of concrete pavement (7 inches at the crown, 5 inches at the outside edges). Voigt added that although city has no documented record of maintenance on the street, there have been only isolated repairs and a few full depth slab replacements during its lifetime.

Awarded annually since 1994, this award is presented to the agency owner of an in-service concrete pavement that has demonstrated exceptional performance and service to its local community, state, and users. (This recognition rotates annually between public market segments: highway, street and airport. The 2011 award was presented for a municipal facility.)

Sustainable Practices Recognition Award

The award was presented to the Utah DOT Region 2; Geneva Rock Products, Inc., and Holcim (US) for their work on the Interstate-80 reconstruction project from Silver Creek Junction to Wanship, Utah. This award recognizes the leadership of these companies/organizations and the individuals involved in the project, specifically in the area of pavement sustainability. The award also pays appropriate tribute to the teamwork and leadership in conceiving and executing the I-80 project.

This project is believed to be the first ever partial depth reclamation of only 4 inches of existing asphalt with cement, as well as the first large scale paving project using Envirocore cement. The combined efforts have resulted in the attainment of the "triple bottom-line" of societal, environmental, and economic factors. This project has made the Utah DOT and others in the concrete pavement industry more aware of what can be done in applying sustainable practices without impacting cost, schedule, or the traveling public.

ACPA presented its Sustainable Practices Award to the Utah DOT, Geneva Rock Products and Holcim (US).

Begun in 2010, the ACPA Sustainable Practices Recognition Award is presented to an organization or team (owner and contractor) that demonstrates leadership by implementing sustainable design and construction practices that consider societal, environmental, and economic factors. ✧

Silver Award Recipient Gold Award Recipient

ACPA Names Recipients of Annual "Excellence in Concrete Pavements" Awards

THE AMERICAN CONCRETE PAVEMENT ASSOCIATION (ACPA) has named recipients of its 26th Annual "Excellence in Concrete Pavements" Awards, which recognize quality concrete pavements constructed in the United States and Canada.

The awards program encourages high-quality workmanship in concrete pavement projects, and serves as way to share information about challenging and highly successful projects.

Judges representing various stakeholder groups throughout the transportation-construction community evaluate projects. The program recognizes contractors, engineers, and project owners who completed outstanding projects. The program requires projects to be completed in the calendar year prior to judging (2015). The recipients of the 2015 ACPA Excellence Awards are:

Commercial & Military Airports

PROJECT: Detroit Metro Airport Runway 4R/22L; Wayne County, MI
CONTRACTORS: Ajax Paving Industries, Angelo Iafrate Construction Co.; and Toebe Construction, LLC
OWNER: Wayne County Airport Authority
ENGINEER: Kimley-Horn of Michigan, Inc.; and Alfred Benesch & Co.

PROJECT: Hartsfield-Jackson Atlanta International Airport Runway 8L/26R Pavement Replacement; Atlanta, GA
CONTRACTOR: McCarthy Improvement Co.
OWNER: City of Atlanta—Dept. of Aviation
ENGINEER: Aviation Infrastructure Solutions (Michael Baker International and Pond & Co.)

Concrete Pavement Restoration (CPR)

PROJECT: Rehabilitation of I-35; Daviess County, MO
CONTRACTOR: Interstate Improvement, Inc.
OWNER/ ENGINEER: Missouri DOT

PROJECT: Denver International Runway 7-25 Complex Pavement Rehabilitation; Denver, CO
CONTRACTOR: Interstate Highway Construction, Inc.
OWNER: Denver International Airport
ENGINEER: Jviation

County Roads

PROJECT: Weld County Road 49 and 22 Improvement Project; Weld County, CO
CONTRACTOR: Interstate Highway Construction, Inc.
OWNER: Weld County, Colorado Dept. of Public Works
ENGINEER: Tetra Tech

PROJECT: Monona County, Iowa Route E34; Monona County, IA
CONTRACTOR: Cedar Valley Corp., LLC
OWNER: Monona County, IA
ENGINEER: JEO Consulting Group, Inc.

Divided Highways (Rural)

PROJECT: US Route 50 Reconstruction; Osage County, MO
CONTRACTOR: Millstone Weber, LLC
OWNER/ ENGINEER: Missouri DOT

PROJECT: I-76 Reconstruction, Brush, CO
CONTRACTOR: Castle Rock Construction Co.
OWNER: Colorado DOT, Region 4
ENGINEER: CESARE, Inc.

Divided Highways (Urban)

PROJECT: I-96 (The I-96 Fix); Wayne County, MI
CONTRACTOR: Ajax Paving Industries
OWNER/ ENGINEER: Michigan DOT, Taylor TSC

PROJECT: DFW Connector Project; Grapevine, TX
CONTRACTOR: NorthGate Constructors
OWNER: Texas DOT
ENGINEER: Parsons Brinckerhoff

Industrial Paving

PROJECT: HE Bailey Turnpike–Positive Median Barrier Construction MC53; Cotton County, OK
CONTRACTOR: TTK Construction Co., Inc.
OWNER: Oklahoma Turnpike Authority
ENGINEER: XD Engineering, PLC

PROJECT: Camp Atterbury Railhead & Container Facility; Edinburg, IN
CONTRACTOR: Milestone Contractors, L.P.
OWNER: Indiana National Guard Railhead & Container Facility
ENGINEER: Tetra Tech/Mead Hunt Joint Venture

Municipal Streets & Roads (<30,000 SY)

PROJECT: Oneida Street, Oneida Street Reconstruction; Brown County, WI
CONTRACTOR: Vinton Construction Co.
OWNER/ ENGINEER: Brown County Public Works and City of Green Bay

PROJECT: Kelly Avenue Reconstruction from Covell Road to Coffee Creek; Edmond, OK
CONTRACTOR: Duit Construction Co., Inc.
OWNER: Oklahoma DOT
ENGINEER: Poe & Assoc., Inc.

continues »

» Excellence in Concrete Pavements Awards, cont.

Silver Award Recipient | Gold Award Recipient

Municipal Streets & Intersections (>30,000 SY)

PROJECT: US Route 127—Wilkinson Blvd. Reconstruction; Frankfort, KY
CONTRACTOR: The W.L. Harper Co.
OWNER: Kentucky Transportation Cabinet (KYTC)
ENGINEER: KYTC, Division of Highway Design

PROJECT: Monroe Avenue Reconstruction; City of Green Bay, WI
CONTRACTOR: Vinton Construction Co.
OWNER: Wisconsin DOT and City of Green Bay
ENGINEER: McMahon and Mead & Hunt

Overlays (Airports)

PROJECT: Wabash Municipal Airport Runway 9–27 Rehabilitation; Wabash, IN
CONTRACTOR: E&B Paving, Inc.
OWNER: Wabash Board of Aviation Commissioners
ENGINEER: NGC Corp.

PROJECT: Runway 9–27 Pavement Rehabilitation, Greenwood County Airport; Greenwood, SC
CONTRACTOR: McCarthy Improvement Co.
OWNER: Greenwood County
ENGINEER: Michael Baker International

Overlays (Highways)

PROJECT: I-70 Bonded Concrete Overlay; Dickinson County, KS
CONTRACTOR: Ideker, Inc.
OWNER: Kansas DOT
ENGINEER: HW Lochner

PROJECT: Cherokee County, Iowa US Route 59; Cherokee County, IA
CONTRACTOR: Cedar Valley Corp., LLC
OWNER/ ENGINEER: Iowa DOT

Overlays (Streets & Roads)

PROJECT: Cannelburg Road Rehabilitation, Phase I; Daviess County, IN
CONTRACTOR: Milestone Contractors, L.P.
OWNER: Daviess County, IN
ENGINEER: Lochmueller Group, Inc.

PROJECT: Paving the State Line; Freeborn County, MN, and Worth County, IA
CONTRACTOR: Concrete Foundations, Inc.
OWNERS/ENGINEERS: Freeborn County and Worth County

Reliever & General Aviation Airports

PROJECT: Sedalia Regional Airport Runway 18–36 Reconstruction; Sedalia, MO
CONTRACTOR: Ideker, Inc.
OWNER: City of Sedalia (Regional Airport)
ENGINEER: HW Lochner

PROJECT: Bowman Regional Airport Construction; Bowman, ND
CONTRACTOR: Northern Improvement Co.
OWNER: Bowman County Airport Authority
ENGINEER: Brosz Engineering, Inc.

Roller Compacted Concrete (Industrial)

PROJECT: Toyota Motor Manufacturing Container Yard; Princeton, IN (Gibson County)
CONTRACTOR: E&B Paving, Inc. Toyota Motor Manufacturing, Indiana, Inc.
OWNER: Toyota Motor Manufacturing, Indiana, Inc.
ENGINEER: Mannik & Smith Group

PROJECT: Prichard Intermodal Facility; Prichard, WV
CONTRACTOR: Morgan Corp.
OWNER/ ENGINEER: WVDOT, Division of Highways (WVDOH)

Roller Compacted Concrete (Special Applications)

PROJECT: Missouri Route 19 Resurfacing & Shoulder Widening; Dent County, MO
CONTRACTOR: Pace Construction Co., LLC
OWNER/ ENGINEER: Missouri DOT Central District

PROJECT: 45th Street Rehabilitation; Sedgwick, KS
CONTRACTOR: Andale Paving, Inc.
OWNER: City of Bel Aire, KS

State Roads

PROJECT: Dickinson County, Iowa State Route 86; Dickinson County, IA
CONTRACTOR: Cedar Valley Corp., LLC (CVC)
OWNER/ ENGINEER: Iowa DOT

PROJECT: Nebraska-US 75 Union South; Cass & Otoe Counties, NE
CONTRACTOR: Cedar Valley Corp., LLC
OWNER/ ENGINEER: Nebraska Dept. of Roads

Urban Arterials & Collectors

PROJECT: Hospital Road Reconstruction; Brush, CO
CONTRACTOR: Castle Rock Construction Co.
OWNER: City of Brush, CO
ENGINEER: RG & Assoc. and CESARE, Inc.

PROJECT: State Highway 100, from I-94 to Watertown Plank Road; Milwaukee & Wauwatosa, WI
CONTRACTOR: Trierweiler Construction & Supply Co.
OWNER: Wisconsin DOT
ENGINEER: CGC, Inc. / WCP-200 (Joint Venture)

This year's 32 awards represent 16 categories of construction and preservation of concrete pavements used for highways, roadways, airports, and industrial pavement facilities.

The ACPA Excellence in Concrete Pavements Awards are made possible, in large measure, because of the generous time commitment of independent judges from across the country. The judges each spend many hours reviewing executive summaries, project details, photographs, and other details and aspects of project submittals.

ACPA presents awards in both gold and silver levels. Judging is based on a point system, with independent judges awarding points for quality construction, addressing unique and unusual challenges, innovation, traffic management, and other criteria. In the case of ties, award judges present awards to co-winners. ✧

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