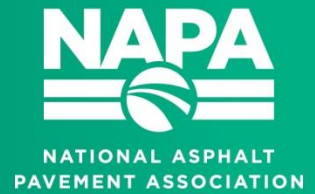


NEWS RELEASE



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NAPA ANNOUNCES WINNERS OF NATIONAL AWARDS FOR EXCELLENCE IN ASPHALT PAVING

Lanham, Md. — The National Asphalt Pavement Association (NAPA) announced today the winners of its 2013 Quality in Construction Award for excellence in construction of an asphalt pavement. The winning companies received their awards on Wednesday, Feb. 5, at a ceremony during the association's 59th Annual Meeting in Boca Raton, Fla.

For 2013, 198 projects completed by 81 companies were honored with a Quality in Construction Award. One hundred of the projects were singled out for their use of sustainable construction practices, such as incorporating reclaimed and recycled materials and using warm-mix asphalt.

“As an industry, asphalt pavement producers have devoted a great deal of time and effort to determining the best practices necessary to construct long-lasting, high-quality asphalt pavements that offer the durable performance pavement owners and the public value. The Quality in Construction Awards compare nominated pavements against best practices and standards, and honor those that exemplify excellence in construction standards,” stated John J. Keating, 2013 Chairman of the NAPA Board of Directors.

Details on the winners and their projects, arranged alphabetically by state, follow:

ALABAMA

APAC Mid-South Inc., an Oldcastle Materials Co., of Dothan, Ala.

- Work on State Route 103 in Houston and Geneva counties, Alabama. The company planned carefully to handle project challenges, including planing and resurfacing the road in Slocomb, Ala., to eliminate typical pavement breaks. To accommodate time and weather issues, the company scheduled asphalt pavement around the laying of the drain pipe. APAC Mid-South incorporated green paving techniques, using reclaimed asphalt pavement in the project mixes.

- Work on 4.9 miles of U.S. Route 431 in the historic section of Eufaula, Ala. Project challenges included the need to keep traffic moving, especially where the four-lane road narrows to a two-lane divided highway. Throughout construction, APAC Mid-South was careful to preserve the canopy of old oaks, plantation mansions, and landscaped areas in this district. It also incorporated green paving techniques, using reclaimed asphalt pavement into the project mixes.
- Work on State Route 15 in Pike County, Alabama. The schedule for this mill-and-overlay job was complicated by the reconfiguring of storm drains, placement of underdrains, weather conditions, widening of dirt shoulders, and the need to employ a flagman for the railroad crossing. The company included green paving techniques into the project, using mixes that included 20 to 25 percent reclaimed asphalt pavement.
- Mill and overlay of U.S. Route 84 in Houston County, Alabama. Work also included the removal of existing crossovers, construction of new turn lanes and crossovers, and the installation of 30-inch curb and gutter. Traffic control was a challenge because the road tied into one of the busiest intersections on Ross Clark Circle, which serves the Southeast Alabama Medical Center. The company used warm-mix asphalt, reclaimed asphalt pavement and recycled asphalt shingles in the mix.

Contact at APAC Mid-South Inc., an Oldcastle Materials Co., Glenn Phillips, (334) 712-7500, rgphillips@apac.com

Dunn Construction Co. Inc. of Birmingham, Ala.

- Work on 7.33 miles of State Route 3 in Shelby County, Ala. Dunn Construction Co. served as the prime contractor on the mill and overlay project, with Kelly Roadbuilders performing planing. The companies completed milling and paving work at night, keeping to a precise schedule to achieve the best results. Dunn Construction Co. used the maximum-permitted percentage of reclaimed asphalt pavement and recycled asphalt shingles in the mixes, and also incorporated steel slag into some mixes.
- U.S. Route 280 from Hollywood Boulevard to Doug Baker Boulevard in Jefferson and Shelby Counties, Ala. The project, which involved widening turn lanes and reconstructing numerous intersections along an 8.1-mile stretch of US 280, was a joint venture between Dunn Construction Co. and APAC Mid-South, an Oldcastle Materials Co. The partners incorporated green paving techniques into the job, using reclaimed asphalt pavement in the mixes for the binder and wearing surfaces, and incorporating recycled asphalt shingles and steel slag in some asphalt mixes. The companies used porous asphalt for the road's open

graded friction course. Dunn Construction Co and APAC Mid-South completed the project months ahead of schedule.

- Work on Interstate 459 in Birmingham, Ala. The 7.3-mile project was coordinated with Villager Construction Inc. to plan the project, which used more than 59,000 tons of asphalt. All milling and paving were performed at night, which required precise scheduling between Dunn Construction and Villager Construction. All schedule challenges were met without encountering unanticipated problems, and the community response was positive. Dunn Construction used the maximum percentages of recycled asphalt pavement and recycled asphalt shingles allowed for the mixes, in addition to locally sourced steel slag.
- Work on State Route 275 in Talladega County, Alabama. Construction on this new bypass required precise scheduling with Kelly Construction Co., the planning contractor, to meet the scheduled goals. All of Dunn's grading, base and paving crews worked together to overcome the anticipated challenges. Dunn used the maximum percentages of reclaimed asphalt pavement and recycled asphalt shingles allowed on the mixes: 25 percent in the binder mixes and 20 percent on the surface mixes. Steel slag composed 10–20 percent in the various design mixes, and 5 percent recycled asphalt shingles was used in the surface course.
- Work on Interstate 20 in Jefferson County, Alabama. This project, a joint venture between Dunn and APAC Mid-South, an Oldcastle Materials Co., had a difficult schedule that required combining paving operations to complete the project on time. In addition, it was necessary to shut down the interstate in phases to accommodate construction. Community response was positive and the work was completed months ahead of the deadline. The project, which featured a stone-matrix asphalt surface course, contained the maximum percentages of reclaimed asphalt pavement and recycled asphalt shingles, as well as steel slag.

*Contact at Dunn Construction Co. Inc., Harry Thomas,
(205) 592-3866, hthomas@dunnconstruction.com*

Wiregrass Construction Co. Inc. of Ariton, Ala.

- Wiregrass Construction Co. Inc. won the award for its work on State Route 51 in Clio, Ala. The work, completed in August 2013, consisted of milling, widening, and resurfacing 8.5 miles of roadway. The first phase of the project called for the roadway to be milled and immediately resurfaced. Following the reconstruction work, the highway was widened. All work was completed in the allotted timeframe and within design specifications, earning Wiregrass Construction Co. incentive pay.

- Wiregrass Construction Co. won the award for its work on 7 miles of State Route 55 in Columbia, Ala. The widening and overlay project began with a 3.5-inch base course, followed by a leveling course, and finished with a 1.65-inch surface course. The project was completed ahead of schedule and earned incentive pay for the company's quality control efforts. The resulting pavement is a smooth surface commuters can enjoy.

*Contact at Wiregrass Construction Co. Inc., Rodney Hendrix,
(334) 762-2397, rhendrix@wiregrassconstruction.com*

- Wiregrass Construction Co. won the award for its work on State Route 95 North in Henry County, Ala. The 8-mile project began with the milling of the existing surface. A 3-inch base was added to the existing structure, followed by 2-inches of a binder course, and a 3/4-inch surface course. The final project resulted in a smooth, high-quality asphalt pavement for the community.

*Contact at Wiregrass Construction Co., Inc., Adrienne Slavins,
(334) 762-2397, aslavins@wiregrassconstruction.com*

ALASKA

Granite Construction Co, Alaska Branch, of Anchorage, Alaska

- Work on the Richardson Highway, State Route 4, from MP 148 to MP 159, in eastern Alaska. The reconstruction work was conducted on 11 miles of highway and included widening, grade raises, replacement of drainage structures and surfacing on a road with sharp corners, minimal shoulders, low sight distances, and severe frost heave damage. The project's remoteness required portable plants for crushing and asphalt manufacturing. Because of the nearby Trans-Alaska Pipeline and existing roadway, drill-and-shoot excavation operations required careful planning and execution. About 15 percent of reclaimed asphalt pavement was used in the asphalt treated base.

*Contact at Granite Construction Co., Alaska Branch, Joshua Hart,
(907) 223-7104, josh.hart@gcinc.com*

ARIZONA

J. Banicki Construction Inc. of Tempe, Ariz.

- Mill and overlay of Pinal Avenue in Casa Grande, Ariz. The project included the mill and overlay of the road, and crack sealing and striping of several roadway locations in high- and low-volume commercial and residential areas. The company worked with the city and members of the community to meet a fast-

track schedule. J. Banicki Construction Inc. managed multiple crews performing simultaneously to limit the project's timetable and to minimize the project's impact on residents, businesses, and the traveling public.

- Work on the Southwest Apron at Sedona Airport in Arizona. The project consisted of the milling and replacement of the deteriorated pavement surface on the airport runway and installation of new pavement markings.

Contact at J. Banicki Construction Inc., Mike Abraham, (480) 921-8016, mabraham@banicki.com

ARKANSAS

Rogers Group Inc. of Conway, Ark.

- Work on Harkrider Street, between State Route 266 and U.S. Route 64, in Conway, Ark. The project's goal in widening the roadway was twofold: to eliminate a serious problem with storm drainage and to help ease severe traffic congestion through this busy part of the city. By working with the general contractor and lead inspector, Rogers Group implemented several techniques to ensure that proper grades were sustained during the leveling process.
- Work on Interstate 40. The project on this major highway route spanned 18.5 miles in Conway and Pope counties, Arkansas. The contract limited work to five days a week between 7 p.m. and 2 p.m. and required project completion within 90 days. The project involved 78,272 tons of asphalt, 707,867 square yards of cold milling, hydrodemolition of four bridges, 8,100 linear feet of guardrail, more than 164,000 feet of under-drain flushing, more than 95,000 linear feet of wire rope safety fencing, and more than 41,000 square yards of ditch paving.

Contact at Rogers Group Inc., Tim Gorman, (501) 329-8360, tim.gorman@rogersgroupinc.com

CALIFORNIA

Ghilotti Bros. Inc. of San Rafael, Calif.

- Ghilotti Bros. Inc. won the award for its work on State Route 101 in Marin County, California, from Corte Madera Creek to the Golden Gate Bridge. This massive mill-and-overlay project involved night work covering 80 lane miles and more than 45 ramps, as crews worked on both northbound and southbound lanes simultaneously. About 110,000 tons of asphalt and 25,000 tons of open-graded friction course were used in the 100-day project. During each night's 8- or 9-hour paving window, lanes on the heavily traveled road needed to be closed. The

milling began, closely followed by the detail crew to make way for the 70 trucks each night supplying the overlay pavement. By 5 a.m., the road needed to be cool enough for traffic could travel on the fresh pavement. This project earned a Bronze Medal from the California Department of Transportation for Partnering in Motion.

Contact at Ghilotti Bros. Inc., Jeremy Schofield, (415) 760-0116,
jeremys@ghilottibros.com

Granite Construction Co. of Indio, Calif.

- Work on Pinto Basin Road in Joshua Tree National Park. The project consisted of 12.2 miles of reconstruction and widening of the road to 26 feet in most areas. Granite Construction Co. windrowed the existing material on either side of the existing pavement, pulverized the existing roadway, and then finished the roadway with two 1.5-inch lifts of Superpave asphalt mix.
- Work on Interstate 8 in San Diego and Imperial counties, from the San Diego County line to State Route 98. The company used warm-mix asphalt technology, an environmentally friendly choice, for the pavement. This was a test project that helped Caltrans determine the efficacy of different types of warm-mix formulae in the California desert.
- Work on Palm Springs International Airport's Terminal Apron and Taxiway G in California. The 17-phase project, encompassing close to 1.3 million square feet, took place mainly during daytime hours with temperatures that consistently reached more than 100°F. The complex project was completed on budget, ahead of schedule, and with minor impact to airport operations. The effort by Granite Construction Co. and the entire team resulted in meeting percent within limits (PWL) goals despite difficult mix specifications and using a high percentage of reclaimed asphalt pavement.

Contact at Granite Construction Co., John R. Osterlund, (760) 574-1471,
john.osterlund@gcinc.com

Sully-Miller Contracting Co., of Brea, Calif.

- Work on State Route 247 near Barstow and Landers, Calif. This project involved the milling and overlay of two sections of the road located 60 miles apart in semi-remote locations of the Mohave Desert. Because the road was just a single lane in each direction, the company performed all work at night to reduce the impact to motorists. Sully-Miller Contracting Co. used all the millings from the grinding

operation for shoulder backing, which reduced time, cost, and environmental impact.

Contact at Sully-Miller Contracting Co., Michael Ramos, (714) 240-1584, michael.ramos@sully-miller.com

COLORADO

The Brannan Sand & Gravel Co. of Denver, Colo.

- Reconstruction of Jordan Road in Parker, Colo. The company removed the existing concrete roadway and installed 10 inches of asphalt pavement in several lifts. To avoid inconveniencing the traveling public, the company had limited and varying work hours.
- Reconstruction and widening of Neva and Niwot Roads in Niwot, Colo. The company pulverized the existing road then widened it to 32 feet. It then placed a 5-inch bottom lift and a 2-inch top lift using a material-transfer vehicle. The project was completed in four phases due to the necessary provisions to accommodate wildlife and heavy bicycle traffic.
- The Brannan Sand & Gravel Co. won the award for its work on Runway 17R/35L at Denver International Airport. The project consisted of widening the existing runway shoulders, which included placing the base and surface asphalt on pre-existing soil, cement, and fabric. The project also included patching next to another runway at the airport.

Contact at The Brannan Sand & Gravel Co., Andrea Holtorf, (303) 534-1231, aholtorf@brannan1.com

Martin Marietta Materials of Fort Collins, Colo.

- Overlay project in Greeley, Colo. This roadway, in a rural section within the city limits, had been stressed by increasing congestion and oil field traffic. Milling the road was not an option because of heavy traffic, so the company used an engineered paving mat, which can be recycled, to maintain the structure of the existing roadway. Martin Marietta Materials incorporated 20 percent reclaimed asphalt pavement in each mix.
- Reconstruction of the driving lanes and parking lot at Poudre High School in Fort Collins. The existing asphalt was milled out and recycled, the existing fly-ash base removed, and the subgrade treated with fly ash and recompact. The company then placed a new base of reclaimed aggregate and two lifts of asphalt mix. The company received permission to change mix designs to better support

the heavy bus, delivery truck, and student traffic using the road. Due to the company's careful coordination, the project was completed before school started in the fall.

- Milling, paving and reconstruction of Mason Street in the Fort Collins. The company paved at night to minimize delays for vehicle and train traffic, and to decrease the construction impact on local businesses. Martin Marietta Materials used green paving techniques for this project, including fly-ash in the subgrade. This work was part of a project to reroute bus traffic to Mason Street to relieve congestion on other streets.

*Contact at Martin Marietta Materials, Jack Fockler, (970) 407-3624,
jack.fockler@martinmarietta.com*

Martin Marietta Materials of Westminster, Colo.

- Work on the Governor's Plaza Asphalt Repair Project, a full-depth reconstruction of the parking lot for a 24-hour supermarket located on West Bellview Avenue in Littleton, Colo. The project included the removal of 7 inches of asphalt, and the placing of a 9-inch stabilization layer and 6 inches of asphalt paving. It was completed in three weeks. Using asphalt mixes that contained reclaimed asphalt pavement.

*Contact at Martin Marietta Materials, Thomas Baird, (303) 949-4633,
thomas.baird@martinmarietta.com*

- Rehabilitation of West Bowles Avenue in Littleton, Colo. The project included 2 inches of milling and 2.5 inches of asphalt overlay, plus curb and gutter, nine traffic loops, pavement striping, and traffic control. Working hours were limited to between 8:30 a.m. and 3:30 p.m. to avoid inconveniencing the traveling public; however, the company partnered with the city to obtain a waiver of noise ordinances that made early morning paving of busy intersections possible.

*Contact at Martin Marietta Materials, Anna Kester, (720) 245-6475,
anna.kester@martinmarietta.com*

- Work on the Promenade at Denver West retail project in Lakewood, Colo. This project consisted of the construction and reconstruction of several parking lots for the new retail center. The project started in August 2012 and finished in March 2013, but during this time only 33 days were available for Martin Marietta Materials to do its work. Scheduling of this project with multiple other contractors was a challenge, as was tying-in one parking lot to another.

*Contact at Martin Marietta Materials, Chris Walstra, (303) 419-7804,
chris.walstra@martinmarietta.com*

United Cos. of Mesa County, an Oldcastle Materials Co., of Grand Junction, Colo.

- Work on State Highway 13 north of 14 Mile Creek, in Meeker, Colo. The full depth reconstruction project included road widening and construction of passing lanes. The use of geogrid to stabilize the embankment substantially reduced the project costs. United Cos. kept at least one lane open to traffic at all times, an important consideration because of the high truck volumes in the area. The company used 20 percent reclaimed asphalt pavement in all pavement mixes.
- Work on 12.5 miles of Interstate 70 from Eagle to Wolcott, Colo. The project included bridge joint repair and bridge rail replacement. A portion of the project served as a demonstration of both foamed warm-mix asphalt and asphalt mixtures with 30 percent reclaimed asphalt pavement, which is a relatively high level of recycled materials for Colorado.
- Improvements to approximately 7 miles of State Highway 82 in Carbondale, Colo. The project included an asphalt overlay, electrical conduit, guardrail upgrades, pavement marking, game fencing, and traffic control. The company coordinated the project schedule to ensure that construction would not impact the launch of the Roaring Fork Transportation Authority bus rapid transit system. United Cos. incorporated 20 percent reclaimed asphalt pavement in mixes.

Contact at United Cos. of Mesa County, an Oldcastle Materials Co., Kyle Alpha, (970) 243-4900, kyle.alpha@oldcastle-materials.com

FLORIDA

Ajax Paving Industries of Florida of Nokomis, Fla.

- Work on State Road 35 in Zolfo Springs, Fla. The work involved reconstruction and widening of 6.2 miles of an existing two-lane road and turning it into a four-lane road. An aggressive schedule was established to complete the project in the allotted 650 calendar days. In addition, the schedule was affected by U.S. Army Corps of Engineers permit conditions that required construction to stop during the nesting season of the crested caracara, a threatened raptor species. The project received good ratings on the friction and structural courses of the asphalt.

Contact at Ajax Paving Industries of Florida LLC, Steve Ayers, (946) 486-3600, sayers@ajaxpaving.com

Ajax Paving Industries of Florida of Tampa, Fla.

- Work on State Route 60, the Courtney Campbell Causeway, in Clearwater, Fla. The milling and overlay work began in April 2012 and had to be completed by the

Republican National Convention in August 2012. Rainy weather, heavy traffic, and nighttime paving presented challenges over the course of the project. Ajax Paving used green paving techniques, incorporating reclaimed asphalt pavement into the asphalt mixes.

Contact at Ajax Paving Industries of Florida, Roger Owens, (813) 769-1990, rowen@ajaxpaving.com

APAC-Southeast Inc., an Oldcastle Materials Co., of Jacksonville, Fla.

- Work on State Route 20 in Putnam County, Florida. The mill and overlay project included drainage improvements and widening of the road for turn lanes and bike lanes.
- Work on State Route 10/U.S. Route 90 in Madison County, Florida. The company milled the road and then placed a 2-inch overlay, taking special care during the construction of several super elevated curves. APAC-Southeast Inc. incorporated green paving techniques into the project by incorporating reclaimed asphalt pavement into the asphalt mixes. It produced a very smooth road with this single overlay.
- Work on Interstate 75 in Hamilton County, Florida. The project involved milling and replacing structural and friction courses on about 7 miles of six-lane highway with 4-foot inside and 10-foot outside shoulders. The ramps at the interchange with State Route 143 were also milled and resurfaced. APAC-Southeast used 15–33 percent reclaimed asphalt pavement in project mixes, depending on the mix, which conserved natural resources by reducing the need for virgin aggregates and binder.

Contact at APAC-Southeast Inc., an Oldcastle Materials Co., Jodi Haviland, (904)509-4489, jdhaviland@apac.com

APAC-Southeast Inc., an Oldcastle Materials Co., of Kissimmee, Fla.

- Mill and overlay of State Route 33 in Polk County, Florida. The company incorporated green paving techniques into the project, using 34 percent reclaimed asphalt pavement (RAP) in the asphalt mixes for the structural course, and 20 percent RAP in the friction courses.
- Work on State Route 60 in Lake Wales, Fla. The mill-and-overlay project included reconstruction of approaches for two railroad crossings, which had to remain open during construction. The company partnered with the Florida Department of Transportation, CSX Corp., and Florida Midland Railroad Co. to produce a road with an extremely smooth ride.

- Work on scenic State Route 17 in Lake Wales, Fla. The company had to perform milling and paving operations through the rolling hills and curves on this road.

Contact at APAC-Southeast Inc., an Oldcastle Materials Co., John R. Hooper, (407) 343-7445, jrhooper@apac.com

C.W. Roberts Contracting Inc. of Freeport, Fla.

- Work on Runway 14/32 at Destin-Fort Walton Beach Airport in Florida. The project called for removal of the old runway, milling, and paving. Milling was performed using corrective profiling and slope to eliminate undulations and create a smoother subsurface for the new asphalt. The result was a smoother runway surface using less material and a faster lay down time. Pavers were used in tandem to place close to 14,000 tons of asphalt with quality control ensured by hot-lapping joints and sawing cold joints to achieve maximum density. The binder course included 20 percent reclaimed asphalt pavement.

Contact at C.W. Roberts Contracting Inc., Darren Phillips, (850) 835-3500, dphillips@cwrcontracting.com

Community Asphalt Corp. of Miami, Fla.

- Work on State Road 25/U.S. Route 27 in Miami-Dade County, Florida. The mill-and-overlay project extended from northwest of NW 118th Avenue to the county line. More than 53,919 tons of asphalt was used, including a leveling course that was placed prior to the structural and friction course layers. The work was completed on time despite traffic on the heavily traveled highway.

Contact at Community Asphalt Corp., Fernando Giro, (305) 884-9444, selizondo@cacorp.net

Community Asphalt Corp. of West Palm Beach, Fla.

- Work on Runway 10L/28R at Palm Beach International Airport in Florida. The project involved the rehabilitation of the airport's main east-west runway with all the milling and resurfacing performed at night so that the runway could remain open for use during the day. Work on the intersection of the airport's two runways was performed flawlessly, with no disruption to airport traffic, over a period of three weekends.

Contact at Community Asphalt Corp., Paul Suellentrop, (561) 472-4145, psuellentrop@cacorp.net

Duval Asphalt Products Inc. of Jacksonville, Fla.

- Work on State Route A1A Coastal Highway in Ponte Vedra Beach, Fla. Work included widening various areas of the roadway, constructing a 5-foot paved shoulder, and milling and resurfacing the existing pavement. The company incorporated green paving techniques into the project, using up to 25 percent reclaimed asphalt pavement in the mixes.
- Work on State Route 13 at Cunningham Creek in Jacksonville, Fla. The company stabilized and reconstructed one section of road under the bridge, then milled and resurfaced the entire 5.6 miles of the project. It incorporated 20 percent reclaimed asphalt pavement in the mixes.
- Work on the A1A Coastal Highway in Palm Coast, Fla. The mill-and-overlay project contained five areas that required overbuild to correct the cross slope and/or raise the elevation. It was challenging to maintain the temperature of the asphalt mix with an average travel distance of 55 miles from the asphalt plant to the job site, but a material-transfer vehicle was used to control any segregation connected to the long haul distance.
- Work on Interstate 295 in Jacksonville, Fla. The mill-and-overlay project included work on the road's main travel lanes and ramps. Some overbuilding was required on the travel lanes and shoulder to correct the cross slope.

Contact at Duval Asphalt Products Inc., Chris Wright, (904) 296-2020, cwright@duvalasphalt.com

The Lane Construction Corp. of Lakeland, Fla.

- Work on State Route 60 from Alan Loop Road to Peace Creek in Bartow, Fla. The project was designed to rehabilitate 4 miles of the roadway. Work included milling and resurfacing, the construction of 1.3 miles of asphalt rubber membrane interlayer, widening, signalization, drainage, rail, and other improvements.
- Work on the Polk Parkway, State Road 570, which circles Lakeland, Fla. The 13-mile portion of highway included standard milling and resurfacing, as well as several areas of deep mill reconstruction to alleviate failing base conditions and to overcome challenges presented by the high Florida water table in this area. More than 120,000 tons of asphalt with 10 different mix designs was used. Quality control tests showed very consistent results throughout the project. When profilograph results yielded only average ride numbers, Lane Construction decided to remove and replace all deficient areas, including those that could have been left in place, to ensure a smooth, high-performance ride for Florida's drivers.

Contact at *The Lane Construction Corp.*, Laura Rehwaldt, (863) 665-0457,
lmrehwaldt@laneconstruct.com

Ranger Construction Industries Inc. of West Palm Beach, Fla.

- Work on Okeechobee Blvd. in Palm Beach County, Florida. The company partnered with the Florida Department of Transportation (FDOT) on this resurfacing, restoration, and rehabilitation project; for example, it proposed an alternative drainage structure to save FDOT money and to shorten installation time. Ranger Construction Industries milled the road and repaved it with 14,000 tons of asphalt, providing a smooth asphalt pavement with an outstanding ride quality.

Contact at *Ranger Construction Industries Inc.*, Bob Schafer, (561) 793-9400,
bob.schafer@rangerconstruction.com

GEORGIA

C.W. Matthews Contracting Co. Inc. of Marietta, Ga.

- Overlay of State Route 36 in Lamar County, Georgia. Due to the traffic and number of driveways on the roadway, the company used multiple traffic control measures to minimize inconvenience to motorists and the community. It incorporated green paving techniques into the project, using 25 percent reclaimed asphalt pavement in each mix. Using a detailed mix-design process, an active quality control/quality assurance program, and careful construction practices, C.W. Matthews Contracting Co. produced a pavement that exceeded the smoothness of the previous road by 46 percent.
- Work on U.S. Route 280 in Columbus, Ga. The company milled the road and placed two layers of asphalt, the second an open-graded surface course that improved the smoothness of the existing roadway by 57 percent. C.W. Matthews incorporated green paving practices into the project, using 25 percent reclaimed asphalt pavement in the paving mixes.
- Work on State Route 225 in Murray County, Georgia. The company used 25 percent reclaimed asphalt pavement for the mixes in this overlay project. Using a material-transfer vehicle during paving, C.W. Matthews Contracting Co. achieved a 53.11 percent improvement in the road's smoothness.

Contact at *C.W. Matthews Contracting Co. Inc.*, Andrew Brooks P.E., (770) 298-5032,
andrewb@cwmatthews.com

Pittman Construction Co. of Conyers, Ga.

- Overlay of 22.2 miles of State Route 77 in Oglethorpe County, Georgia. The company incorporated green paving practices in the project, using 25 percent reclaimed asphalt pavement in all leveling and surface mixes. This kept materials out of the landfill and reduced the need for new materials. Pittman Construction Co. achieved a 65.11 percent improvement in the road's smoothness through the use of continuous paving operations, well-maintained equipment, and experienced personnel.

Contact at Pittman Construction Co., Louie A. Pittman III, (770) 922-8660, mail@pittman-construction.com

Reeves Construction Co. of Macon, Ga.

- Work on Interstate 75 in Turner County, Georgia. The company incorporated green paving techniques into the project, using ground tire rubber as an additive in the liquid asphalt. This practice recycled the equivalent of 91.5 tons of tires into pavement; these tires might otherwise have ended up in a landfill. Using careful paving techniques and quality control practices, Reeves Construction Co. achieved a 40.77 percent improvement in the road's ride quality.

Contact at Reeves Construction Co., Robert Ponton, (864) 416-0234, RPonton@reevescc.com

The Scruggs Co. of Hahira, Ga.

- Work on State Route 38 in Lowndes County, Georgia. The company incorporated green paving practices into this mill-and-overlay project, using 15 percent reclaimed asphalt pavement in all leveling and surfaces mixes. The Scruggs Co. used a material-transfer vehicle, electronic grade controls, and a comprehensive quality control plan to help ensure the production of a high-quality road. It achieved a 55.1 percent improvement in the road's smoothness after paving.

Contact at The Scruggs Co., Ferrell Scruggs Jr., (229) 242-2388, fscruggsjr@scruggscompany.com

IDAHO

Interstate Concrete & Asphalt, an Oldcastle Materials Co., of Rathdrum, Idaho

- Work on U.S. Route 95 from Garwood to Sagle, Idaho. The scope of this project required the use of more than 200,000 tons of asphalt as crews faced challenges from the onset, including delays due to existing utilities throughout the construction zone. Other challenges encountered included a difficult base rock grade, 21-foot wide paving widths to meet Idaho Transportation Department requirements for a single cold joint on the top lift, and traffic congestion from nearby businesses. Interstate was able to use 30 percent reclaimed asphalt pavement among the three separate mix designs. More than 85,000 tons of asphalt grindings were captured and incorporated back into mixes for the roadway.

Contact at Interstate Concrete & Asphalt, an Oldcastle Materials Co., Jared Wise, (208) 666-6124, jwise@oldcastlematerials.com

Poe Asphalt Paving Inc. of Lewiston, Idaho

- Work on Lewiston–Nez Perce County Regional Airport’s southside parallel taxiway and apron. In cooperation with the airport’s owner and engineering team, Poe Asphalt Paving successfully completed the project on time, despite the taxiway and apron work being connected to an active runway. The company followed the requested limited runway closure schedule, even opening it briefly for select flights.

Contact at Poe Asphalt Paving Inc., Jeremy Walkup, (509) 758-5561, jeremy@poeasphalt.com

ILLINOIS

Gallagher Asphalt Corp. of Thornton, Ill.

- Resurfacing of Illinois route 53 in Elwood, Ill. The project included the milling of the existing pavement followed by a 2.5-inch asphalt overlay placed in two lifts. The company used a material-transfer vehicle during paving to keep paving operations moving consistently, producing a better mat. Because the project began late in the year, Gallagher Asphalt Corp. had to overcome the challenges of paving in cold temperatures, high wind, and rain.

Contact at Gallagher Asphalt Corporation, Dan Gallagher, (708) 877-7160

dan@gallagherasphalt.com

INDIANA

Brooks Construction Co. of Fort Wayne, Ind.

- Mill and overlay of State Route 930/Coliseum Blvd. in Fort Wayne, Ind. Because of the heavy city traffic on this inner bypass, the company did all work on the project between the hours of 7 p.m. and 6 a.m. The project incorporated INDOT's new specifications for joint sealant and slag course aggregates. Brooks Construction Co. used 40 percent reclaimed asphalt pavement in the base and intermediate mixes, and 25 percent surface mixes.
- Work on State Route 8 in DeKalb County, Indiana. The company worked on a tight schedule because the mill and overlay project needed to be completed before Labor Day when a large volume of traffic was anticipated for the Auburn Cord Duesenberg Festival. Traffic control was a challenge and work required coordination with adjacent projects. Brooks Construction Co. used 40 percent reclaimed asphalt pavement in the base and intermediate mixes and 25 percent reclaimed asphalt pavement (RAP) in surface mixes.
- Work on State Route 25 in Carroll County, Indiana. The project involved constructing a new 38-mile corridor for an existing four-lane highway in Rockfield, Ind. The project was completed in multiple phases, and in coordination with adjacent bridge and roadway projects. Right-of-way and utility relocation delayed construction by one year, but thanks to partnering and acceleration of the project, the new corridor opened on time. Brooks used as much reclaimed asphalt pavement as possible, 40 percent in the intermediate and base mixes, and 25 percent in the surface mixes.

Contact at Brooks Construction Co., Steve Koble, (260) 478-1990, swkoble@brooks1st.com

E&B Paving Inc. of Anderson, Ind.

- Work on State Route 127 in Pokagon State Park, in Stueben County, Indiana. The project included 8 miles of milling and 1 mile of reconstruction at the Interstate 69 interchange at the park entrance. The company did the work in multiple phases to ensure that the public could always access the park. E&B Paving incorporated sustainable paving techniques into the job with the use of mixes that included 25 percent reclaimed asphalt pavement.
- Work on County Road 11A in DeKalb County, Indiana. This project is the second phase of three projects with INDOT and the county. When the road is completed, it will connect State Route 205 with State Route 327. E&B Paving Inc. completed a smooth, high-quality road in time for the opening of the annual Auburn Cord Duesenberg Festival.

Contact at E&B Paving Inc., Mark Michael, (765) 643-5358,
mark.michael@ebpaving.com

- Work on State Route 37 in Hamilton and Madison counties, Indiana. Due to the poor condition of the roadway, the Indiana Department of Transportation changed the original work order, increasing the depth of the milling and of the resurfacing. The company used a hot-applied modified asphalt adhesive for sealing the longitudinal joints to prolong the pavement's service life.
- Work on U.S. Route 27 in Portland, Ind. The project required patching of deteriorated areas of the road, 1 inch of milling, and the laying of a 1.5- inch overlay. Challenges included the transition from a two-lane resurfacing project to a multi-lane project inside the town's boundaries, and the installation of more than 120 Americans With Disabilities Act-compliant sidewalk ramps. E&B Paving incorporated sustainable paving techniques in the project by using warm-mix asphalt and reclaimed asphalt pavement in the mixes.
- Work on the Union Chapel Road Roundabout in Fort Wayne, Ind. The project included a decorative roundabout and was built to help traffic flow for the new Parkville Hospital complex. Utility conflicts and the six-day work weeks required to meet the tight schedule made the project challenging. E&B Paving used the maximum allowed reclaimed asphalt pavement in the mixes.

Contact at E&B Paving Inc., Steve Henderson, (765) 643-5358,
steve.henderson@ebpaving.com

E&B Paving Inc. of Evansville, Ind.

- Asphalt resurfacing of U.S. Route 41 in Gibson County, Ind. Its work on this heavily-traveled section of road included two access intersections for the Toyota Motor Manufacturing plant, the installation of a left turn lane for one entrance, and a realignment of an exit ramp for State Route 64. The company completed the project on time with minimal traffic disruption. E&B Paving used recycled asphalt shingles in the mixes and warm-mix asphalt on the shoulder surface.
- Intersection improvements to State Route 62 at Oak Hill Road in Evansville, Ind. Because this highly traveled intersection falls in a corridor surrounded by several businesses, restaurants, and an elementary school, it was critical to maintain traffic flow during construction and complete the project as soon as possible. To keep access to businesses during paving, E&B built temporary ramps during the phased construction process. It also used green paving techniques, incorporating the maximum allowed amount of reclaimed asphalt pavement and recycled asphalt shingles in the mixes. This reduced the amount of materials going into the landfill and the amount of new materials required for the mixes. E&B Paving completed the project a month ahead of schedule.

Contact at E&B Paving Inc., Todd Hoops, (812) 475-1363, todd.hoops@ebpaving.com

J.H. Rudolph & Co. Inc. of Evansville, Ind.

- Work on U.S. Route 41 in Henderson, Ky. The construction zone, located in a high-volume traffic area with a business entrance every 50–100 feet, is located at the border where Kentucky and Indiana meet at the Ohio River. The project was completed at night and required all milled pavement be filled with a stone-matrix asphalt surface the same night. In addition, the installation and removal of traffic control was required each day. Much of the work also involved repairing curbs, gutters, and existing shoulders.
- Work on U.S. Route 60 in Henderson, Ky. All construction work was performed at night due of the high traffic volume during the day. This five-lane stretch of US 60 contains entrances to several major national retailers, an elementary school, and a local fire department. All milled pavement had to be filled with fresh surface pavement that same night, and all traffic control had to be installed and removed each day. Additional work included curb, gutter, and shoulder repair. J.H. Rudolph and the Kentucky Transportation Cabinet partnered on the project so communication and scheduling flowed easily, and the project remained on track. Local media reported positive feedback on the project and its minimal disruption to the traveling public.

Contact at J.H. Rudolph & Co. Inc., Natalie Maasberg, (812) 476-4921, nataliemaasberg@mulzer.com

Rieth-Riley Construction Co. Inc. of South Bend, Ind.

- Work on the relocation of Douglas Road in Notre Dame, Ind. This new construction project, which included two roundabouts, had to be completed within five months. The company included reclaimed asphalt pavement in the mixes.

Contact at Rieth-Riley Construction Co. Inc., Todd A. Gosc, (574) 288-8321, tgosc@rieth-riley.com

- Work on the Capital Avenue Railroad Underpass in Ottumwa, Iowa. About 50,377 tons of asphalt was used on this resurfacing project, along with cold-in-place recycling to correct slope and smoothness. The project involved overlaying several climbing lanes, as well as a number of super-elevated curves. Rieth-Riley used 20 percent reclaimed asphalt pavement in the base and surface courses and 12 percent in the intermediate overlay mix.

Contact at Rieth-Riley Construction Co. Inc., Todd Kulczar, (574) 288-8321, tjkulczar@rieth-riley.com

Walsh & Kelly Inc. of Griffith, Ind.

- Work on U.S. Route 30 in Hobart, Ind. The 6-mile stretch of highway is a heavily traveled road, so all the mill-and-overlay work was scheduled completely at night. Safety precautions included adding balloon lights to the paver, material-transfer vehicle, roller, and milling machine. In addition, workers wore reflective clothing and had personal headlamps and glow sticks. The project was completed safely and on time.

Contact at Walsh & Kelly Inc., Robert E. Duncan, (219) 924-5900, robd@walshkelly.com

Walsh & Kelly Inc. of South Bend, Ind.

- Work on State Road 13 in Middlebury, Ind. This innovative project used a steel slag surface to protect against extreme wear from the high volume of horse buggies used by the local Amish community. The roadway also incorporated reclaimed asphalt pavement and recycled asphalt shingles into the mix design, reducing project costs and limiting the amount of virgin aggregate and binder needed for the project. Walsh & Kelly Inc. delivered a high-quality pavement, while using innovative and sustainable building practices that addressed the needs of the local community, and the project was completed ahead of schedule.

Contact at Walsh & Kelly Inc., Jim Padgett, (574) 876-0298, jpadgett@walshkelly.com

IOWA

Des Moines Asphalt and Paving, an Oldcastle Materials Co., of Ankeny, Iowa

- Work on Interstate 35 in Polk County, Iowa. The project was completed at night and involved lane closures and a number of safety precautions for work crews and the traveling public. All workers wore highly reflective safety vests and shin leggings; some workers also chose to wear highly reflective hard hats equipped with flashing lights. The work included a total of eight ramps on the northbound lanes and 10 on the southbound lanes. Two high-speed ramps were required to remain open while work was performed in stages. The asphalt mix for the road's base and paved shoulders contained 20 percent reclaimed asphalt pavement while the surface and intermediate courses contained 4 percent recycled asphalt shingles.

Contact at Des Moines Asphalt and Paving, an Oldcastle Materials Co., Theodore J. Huisman, (641) 479-2695, thuisman@omgmidwest.com

Heartland Asphalt Inc. of Mason City, Iowa

- Work on Interstate 35 in Franklin County, Iowa. This mill-and-overlay project was completed with traffic controls in place, while working on the mainline road, shoulders, ramps, and the detour pavement at bridge approaches. The Iowa Department of Transportation required seven different mixes with three different grades of binders. Heartland Asphalt used 20–25 percent reclaimed asphalt pavement, which reduced the need for virgin materials.

Contact at Heartland Asphalt Inc., David Ricken, (641) 424-1733, dricken@heartlandasphalt.com

Manatt's Inc. of Newton, Iowa

- Work on U.S. Route 30 in Clinton County, Iowa. The company completed a full-depth patching of the roadway, followed by a cold in-place recycle. It also had to mill the road through two different towns before the pavement could be widened and overlaid. Manatt's Inc. used reclaimed asphalt pavement in the base, intermediate and surface mixes, and recycled more than 7,800 tons of asphalt and rejuvenated almost 400 tons of liquid asphalt.

Contact at Manatt's Inc., Joseph J. Manatt, (641) 792-7500, joem@manatts.com

Norris Asphalt Paving Co. of Ottumwa, Iowa

- Work on Chestnut Road from State Route 44 to the Carroll County line in Guthrie County, Iowa. The company did an overlay on a heavily deteriorated road, taking particular care when paving close to a historic farmstead. Norris Asphalt Paving incorporated 20 percent reclaimed asphalt pavement into the mixes for the project.
- Work on Peru Road in Madison County, Iowa. The company performed cold-in-place recycling before doing the asphalt resurfacing. It used green paving techniques, incorporating 18 percent reclaimed asphalt pavement in the intermediate and surface courses. The company produced a consistently excellent project with very high ratings for its smoothness.
- Work to widen and repave U.S. Route 169 in Madison County, Iowa. The project began with cold-in-place recycling of the existing road, followed by an asphalt layer to correct slope and ensure smoothness. The project included several climbing lanes to and super-elevated curves. Norris used 20 percent reclaimed asphalt pavement in the base and surface layers and 18 percent in the intermediate layers. More than 67,000 tons of asphalt was used in the project.

- Work on U.S. Route in Wapello County, Iowa. The project began with cold-in-place recycling of the existing road, followed by an asphalt layer to correct slope and ensure smoothness. The project included several climbing lanes to and super-elevated curves. Norris Asphalt used as much reclaimed asphalt pavement as possible, with 20 percent in the base and surface course and 12 percent in the intermediate layer.

Contact at Norris Asphalt Paving Co., Steve Leonard, (641) 682-3427, sleonard@norrisasphalt.com

KANSAS

APAC-Kansas City Inc., an Oldcastle Materials Co., Overland Park, Kan.

- APAC-Kansas City Inc. won the award for its work on State Route 7 between Lenexa and Shawnee, Kan. The 6.5-mile project required the main roadway and several ramps and turn lanes be milled prior to the final overlay. The project was completed during the day with only temporary closures to the ramps due to patchwork. By working with the Kansas Department of Transportation, APAC-Kansas City was able to reconstruct extra ramps not included in the original contract. The project was completed in 34 days instead of the scheduled 50, with many compliments as to the final product's smoothness and appearance.
- APAC-Kansas City Inc. won the award for its work on Interstate 35 from 119th Street to Interstate 435 in Olathe, Kan. The ultrathin bonded asphalt overlay was performed along with a widening project to add auxiliary lanes along I-35. The overlay was performed at night due to high traffic volume on the road during the day. The project originally included the placement of temporary lane striping, but APAC-Kansas City worked with the Kansas Department of Transportation to place the permanent markings during the overlay process, eliminating the need for an extra phase of work. The end project increased traffic capacity and improved traffic flow, ride quality, and overall appearance.
- Work on New Century Air Center's Runway 4/22. The cross runway project in New Century, Kan., consisted of three phases with some night work required within the runway safety area. The team had about six hours to mill and pave each night while the airport's main approach, Runway 18/36, was shut down. Day work was completed while the main runway remained in use, requiring constant communication with tower control. The work included use of both hot and cold joints, depending on weather and hauling distances. The project was smoothly completed, and APAC-Missouri successfully partnered with the Burns & McDonnell engineering firm and the Johnson County Air Commission.

Contact at APAC-Kansas City Inc., an Oldcastle Materials Co., Shawn A. Riley, (573) 449-0886, Shawn.Riley@oldcastlematerials.com

Cornejo & Sons Inc. of Wichita, Kan.

- Mill and inlay of State Route 96 from west of Maize, Kan., east to the Arkansas River Bridge. The company used sustainable paving practices, incorporating 15 percent reclaimed asphalt pavement into mixes. This reduced the amount of material going into the landfill and the need for new materials for the mixes.
- Overlay of State Route 42 between State Route 2 and State Route 49 in Sedgwick County, Kansas. The company rejuvenated the existing roadway and then placed a 1-inch overlay over that surface. It recycled 100 percent of the asphalt from the original surface and included 15 percent reclaimed asphalt pavement in the overlay.

*Contact at Cornejo & Sons Inc., Bill Wenger, (316) 522-5100,
bwenger@cornejocorp.com*

Koss Construction Co. of Topeka, Kan.

- Work on the heavily travelled Interstate 40 in Hazen, Ark. The job required rubblization and overlay of 10.3 miles of the four-lane interstate in just in 215 working days. The existing pavement was 10-inch faulted portland cement concrete, which was rubblized in place using resonant breaking and then overlaid with 5.8 inches of asphalt base, a 3-inch binder course, and 4 inches of surface mix. Bridges crossing the White River were also replaced in both travel directions.

*Contact at Koss Construction Co., Mark A. Haines, (785) 228-2928,
mah@kossconstruction.com*

KENTUCKY

Eaton Asphalt Paving Co. Inc. of Walton, Ky.

- Work on Interstate 471 in Campbell County, Kentucky. The 5.7-mile stretch of work involved pavement removal, 12-inch subgrade stabilization with cement, a new underdrain system, and a new pavement section containing 4 inches of dense-grade asphalt and 19.75 inches of asphalt pavement. Depending on the mix, 20–30 percent reclaimed asphalt pavement was used. In addition, all driving lanes, shoulders, and ramps were replaced on the road, which is heavily used by commuters headed to downtown Cincinnati via Interstate 275. The northbound lanes were completed during the 2012 season and the southbound lanes in 2013. Both sides were completed earlier than expected and surpassed Kentucky Transportation Cabinet standards.

Contact at Eaton Asphalt Paving Co. Inc., Al Streit, (859) 331-2303, Al.Streit@jrjnet.com

Hamilton-Hinkle Paving Co. of Georgetown, Ky.

- Work on Interstate 75 in Scott County, Kentucky. The scope of work included 9.5-inch base asphalt repairs, 2-inch milling, 0.75-inches of leveling, and a 1.25-inch overlay of the driving lanes, as well as inside and outside shoulders. Also included in the project were repairs to three bridges, 12 exit/merge ramps, two major interchanges, two rest areas, and a weigh station. The base asphalt mix included 18 percent reclaimed asphalt pavement, and the surface mixes contained 20 percent RAP, which helped to preserve raw materials.

Contact at Hamilton-Hinkle Paving Co., James M. Reed, (502) 863-4815, jmr_grouser@bellsouth.net

Hinkle Contracting Co. LLC of Paris, Ky.

- Work on Interstate 64 in Rowan County, Kentucky. The 3.5-mile mill-and-overlay project consisted of repairs to the east- and westbound lanes to repair the overall ride quality of the pavement. The company milled off the surface, performed inlay work for areas experiencing base failures, and overlaid the surface with 1.5 inches of asphalt. Hinkle Contracting used reclaimed asphalt pavement in the mix.

Contact at Hinkle Contracting Co. LLC, Tim Tipton, (859) 987-3670, tim.tipton@hinklecontracting.com

LOUISIANA

Diamond B Construction of Alexandria, La.

- Work on Louisiana Highway 93 north of Cankton, La. The project required Diamond B to re-stabilized the base and apply two courses of surface treatment: a 3-inch Superpave binding mix and a 2-inch Superpave wearing course. The project was constructed as part of Louisiana's Asphalt Pilot Project, which is focused on new quality assurance/quality control measures and quality specifications to assure the construction of high-quality pavements.

Contact at Diamond B Construction, Mark LaCroix, (318) 427-1300, mlacroix@diamondb.com

MARYLAND

Gray & Son Inc. of Timonium, Md.

- Work on Dolfield Boulevard in Owings Mills, Md. Extensive work needed to be completed on the road, running the gamut from mass grading to new storm drain, water main, and sanitary sewer installations. New curbs and sidewalks needed to be added and three asphalt layers — base, intermediate and surface — were included in the extension project. The area was residential in nature, so good community relations were vital to the project's success. Neighborhood access was maintained throughout the project.
- Work on Dulaney Valley Road in Towson, Md. The mill-and-overlay work included replacement of concrete curbs and gutters, creating ramps to meet American With Disabilities Act requirements, patching existing pavement, grinding, and asphalt overlay with new pavement markings. Changing grades was required, and paving took place through four crossing intersections. Work on the project was completed at night due to heavy daytime traffic from a nearby mall and university.
- Work replacing the Interstate 695 bridge over State Route 26 in Millford Mill, Md. The reconstruction work on the I-695/MD 26 interchange of the Baltimore Beltway began with base paving behind temporary concrete barrier walls. This included many short and narrow paving segments with all pavement joints staggered for each lift of pavement and checked with a 10-foot straight edge and stringline.
- Work on the Baltimore-Washington International Thurgood Marshall Airport Terminal Road. The mill and overlay work included new loop detector probes, removal and replacement of guardrails, milling 2 inches off the existing pavement, and then adding 2 inches of an asphalt overlay, as well as new pavement markings. Most of the work was performed at night, as the road leads to the airport.

Contact at Gray & Son Inc., Peter Placke, (410) 771-4311, pplacke@graynson.com

P. Flanigan & Sons Inc. of Baltimore

- Work on Runway 10/28 at Baltimore-Washington International Thurgood Marshall Airport in Maryland. The runway, which intersects another major runway at the airport, was closed for 60 consecutive days while variable depth milling and paving took place. Along the way, numerous obstacles were overcome to meet the project deadlines, including scheduling continuous pavement operations while the airport remained open. P. Flanigan & Sons also had to ensure Federal Aviation Administration specifications were met regarding joints

between paving passes and had to tackle the nature-wrought ramifications of Hurricane Sandy.

Contact at P. Flanigan & Sons Inc., Brian Russell, (410) 467-5900,
brussell@pflanigan.com

MICHIGAN

Ajax Paving Industries of Troy, Mich.

- Work on the 2.2-mile oval test track at the Arizona Proving Ground in Yucca, Ariz. The work consisted of reconstructing the existing track while also making drainage improvements, removing the existing pavement, re-grading, and installing a new aggregate base course, laying a new asphalt pavement, removing and replacing guardrails, and striping the roadway. Unique challenges were met and overcome in constructing the aggregate base course and asphalt pavement due to the parabolic design of the track, which is used by Ford Motors to test vehicle performance and design. Strict requirements were followed in regard to scheduling, pavement mixture, skid resistance, and ride quality. The wearing surface was specially designed to provide peak friction.

Contact at Ajax Paving Industries, Frederick H. Hillard Jr., (248) 244-3300,
fhillard@ajaxpaving.com

Payne & Dolan Inc. of Gladstone, Mich.

- Work on Interstate 75 from Portage Street north to state trunkline highway M-123 in St. Ignace, Mich. Work included pavement joint and crack repair, and milling and overlay of driving lanes and shoulders. The contractor did the construction on a tight schedule and used innovating paving techniques to increase joint density. It also incorporated reclaimed asphalt pavement into the asphalt mixes reducing the need for virgin asphalt by 20 percent.
- Work on Interstate 75 from state trunkline highway M-123 to state trunkline highway M-134. The project incorporated a fiber-reinforced bituminous membrane, which was placed over the existing surface before the asphalt overlay was laid to help minimize pavement cracking. The company incorporated reclaimed asphalt pavement into the project mixes, reducing the need for virgin asphalt by 16 percent.

Contact at Payne & Dolan Inc., Kevin Gannon, (920) 757-7595,
kgannon@payneanddolan.com

Rieth-Riley Construction Co. Inc. of Charlevoix, Mich.

- Work on the Cherry Capital Airport's Runway 10/28 and Taxiways D and G extension in Traverse City, Mich. The runway work required 24-hour staffing to meet the tight paving schedule requested. A large portion of the paving was completed at night, creating difficult paving conditions. Extreme care was taken to reduce the number and location of joints to provide a smooth and functional surface on which large aircraft can land.

Contact at Rieth-Riley Construction Co. Inc., Lisa Volkening, (231) 439-5757, lvolkening@rieth-riley.com

Rieth-Riley Construction Co. Inc. of Lansing, Mich.

- Work on the 7.5-mile High-Speed Test Track at the Transportation Research Center (TRC) in East Liberty, Ohio. The facility is used by the automotive industry for vehicle testing. Rieth-Riley innovated the project by rubblizing the existing concrete pavement and adding a fiber reinforcement to the asphalt base course to improve stabilization of the existing subgrade. The scope of the project required the installation of a parabolic asphalt pavement surface at a 36-degree slope, which is unique in asphalt construction. The end product is a world-class test surface for TRC and its clients.

Contact at Rieth-Riley Construction Co. Inc., Daniel Larson, (517) 721-0103, DLarson@Rieth-Riley.com

Rieth-Riley Construction Co., Inc. of Prudenville, Mich.

- Work on Interstate 75 in Crawford County, Michigan. The mill-and-overlay project spans the north- and southbound lanes of I-75. Throughout the project, one lane of traffic was kept open in each direction to minimize inconvenience to the community. The mixes used a total of 19.6 percent reclaimed asphalt pavement, and all the asphalt mix was produced using warm-mix technologies.

Contact at Rieth-Riley Construction Co., Inc., Larry Bushong, (989) 366-9640, lbushong@rieth-riley.com

MINNESOTA

Knife River Materials, Northern Minnesota Division, of Bemidji, Minn.

- Work on Lake Avenue in Bemidji, Minn. The project consisted of milling the existing pavement and gravel to increase the thickness of the new pavement; the

remaining gravel was incorporated into the pavement base. Bridge work was involved in a portion of this project, which required coordinating the bridge's closure with subcontractors until paving was complete. Knife River began the project two weeks prior to the original start date and completed the work much earlier than the planned completion date.

- Work on U.S. Route 281 in Cando, N.D. The construction zone was 10.8 miles long, and included milling, paving, culvert installation, seeding, rumble strips, pavement marking, and traffic control. Work on the project began at the start of the construction season, which was accompanied by poor weather conditions and delays. Knife River worked closely with the engineer and subcontractors to complete the project and open the road to traffic as soon as possible despite the weather.
- Work on U.S. Route 52. This project, nearly 34 miles in length, used more than 88,000 tons of asphalt and was completed ahead of schedule in 30 calendar days. Knife River worked closely with the engineers and subcontractors to ensure the project moved at a good pace, which was especially important given the number of miles in the project's scope. It was found that some parts of the road needed 3 feet of milling, which was accomplished despite the requirement that the road be reopened to the public every night.

Contact at Knife River Materials, Northern Minnesota Division, Doug Muyres, (218) 751-5413, doug.muyres@kniferiver.com

MISSISSIPPI

Adcamp Inc. of Jackson, Miss.

- Work on the Gray-Daniels Automotive Group I-55 inventory vehicles staging area in Jackson, Miss. The company removed a substantial amount of clay and brought in a replacement material that was heavily treated with lime. Because the auto dealer continued operations throughout the project, scheduling of construction was particularly important.

Contact at Adcamp Inc., Anthony Embry, (601) 939-4493, anthony@adcampinc.com

APAC-Mississippi Inc., an Oldcastle Materials Co., of Columbus, Miss.

- Work on Columbus Air Force Base's center runway in Mississippi. The project called for the excavation, disposal, and replacement of the existing 200-foot wide concrete center runway and asphalt shoulders. With approval, APAC-Mississippi slightly modified several asphalt pavement mix, material, and placement specifications to improve the project outcomes, and the project served as a

research opportunity for the Army Corps of Engineers and Mississippi State University.

Contact at APAC-Mississippi Inc., an Oldcastle Materials Co., Mike Bogue, (662) 328-6555, mwbogue@apac.com

MISSOURI

APAC-Missouri Inc., an Oldcastle Materials Co., of Columbia, Mo.

- Work on Route 6 in DeKalb and Davies counties, Missouri. The project included widening of the existing roadway with 3-foot asphalt shoulders and a 1-inch-thick surface overlay on the main roadway. The company took an innovative approach to cold milling to increase the quality of the project, reduce traffic disruption, and shorten the project schedule. APAC-Missouri incorporated reclaimed asphalt pavement and recycled asphalt shingles in mixes, and used warm-mix asphalt.

Contact at APAC-Missouri Inc., an Oldcastle Materials Co., Tyler Smith, (573) 449-0886, tyler.smith@apac.com

- Work on State Route 7 in in Garden City, Mo. The project involved full-depth and partial-depth pavement repairs followed by asphalt overlay on the driving lanes, shoulders, and crossovers. APAC partnered with the National Center for Asphalt Technology to field-evaluate two asphalt surface mixtures with high percentages of reclaimed asphalt pavement (RAP) or high recycled asphalt shingles (RAS). The first added 40 percent RAP to the control mix, then added a bio-asphalt additive and modified asphalt cement. The second test used 25 percent RAP, 5 percent RAS, a bio-asphalt additive, and non-modified asphalt cement, all of which were added to the control mix.

Contact at APAC-Missouri Inc., an Oldcastle Materials Co., Phillip Raines, (573) 449-0886, phillip.raines@apac.com

APAC-Missouri Inc., an Oldcastle Materials Co., of Springfield, Mo.

- Work on U.S. Route 160/State Route 13 in Stone, Christian, and Greene counties, Missouri. The project consisted of overlaying nearly 30 miles of road.

Contact at APAC-Missouri Inc., an Oldcastle Materials Co., Tyson Collins, (417) 868-6700, tyson.collins@apac.com

NEVADA

Granite Construction Co. of Sparks, Nev.

- Work on the Red Rock Road pavement preservation project. The reconstruction work in Reno, Nev., allowed Granite to recycle the existing surface into a sub-base course using a cold-in-place recycling method. Then a 15 percent reclaimed asphalt pavement mix was used as an overlay on the surface, limiting off haul and waste from the project. Leaving nothing to waste, pulverized material from a previous project was used as shouldering material. The designer, owner, subcontractors, and contractor worked together to complete the project in just 28 calendar days, well ahead of the 65 days scheduled for the project.
- Work on U.S. Route 50 at Ski Run Boulevard in South Lake Tahoe, Calif. The project consisted of a 7-foot widening of a section adjacent to a newly installed curb and gutter, and a mill and overlay of the entire width of the existing roadway. A 15 percent reclaimed asphalt mix was used, and 5,000 tons of cold millings from the project were delivered to a local company that produced recycled aggregate base. Ultimately, all the cold millings will be recycled for future use. The project, which was completed three days ahead of schedule, was a cooperative effort with the California Department of Transportation to reduce the cold millings and paving phases.

Contact at Granite Construction Co., Adam Hand, (775) 358-8792, adam.hand@gcinc.com

NEW HAMPSHIRE

Pike Industries Inc., an Oldcastle Materials Co., of Belmont, N.H.

- Work on U.S. Route 2 in Danville, Vt. The project included 1 mile of full depth roadway reconstruction, including water, sewer drainage, and underground utility work. The company and the Vermont Agency of Transportation worked together to limit disruption to the traveling public.

Contact at Pike Industries Inc., an Oldcastle Materials Co., Derrick Hill, (603) 527-5100, dhill@pikeindustries.com

- Work on Interstate 95 Exit 113 in Augusta, Maine. The construction was designed to create an easier access route to the new Maine General Medical Center and minimize congestion at I-95 Exit 112. The scope of the project involved moving 185,000 cubic yards of earth, installing close to 4 miles of granite and bituminous curb, installing 900 trees and shrubs, erecting 70 light poles, and paving 30,000 tons of 20 percent reclaimed asphalt.

Contact at Pike Industries Inc., an Oldcastle Materials Co., Jeff McCorkle,
(603) 527-5100, jmccorkle@pikeindustries.com

R&D Paving Inc. of Franklin, N.H.

- Work on the runway at Parlin Field Airport in Newport, N.H. Before work began, 46 percent of the runway was deemed to be in poor condition. Three crews helped eliminate cracks, remove debris, and smooth uneven runway surfaces. The first crew repaired cracks, placing geotextile fabric on the ones needing major repair. The second crew excavated sections of failed pavement, recompacted the subgrade, and replaced the base course prior to paving. The third crew expanded the runway's north turnaround to better accommodate low-wing aircraft. A leveling course was placed prior to the final overlay.

Contact at R&D Paving Inc., Nancy Dubreuil, (603) 934-6745, info@rdpavinginc.com

NEW JERSEY

Tilcon New York Inc., an Oldcastle Materials Co., of Wharton, N.J.

- Work on U.S. Route 202 in Mahwah, N.J. Despite limited working hours on this project, the company completed the paving in two days, minimizing disruptions to traffic on this heavily traveled road. Tilcon New York incorporated 15 percent reclaimed asphalt pavement into the mixes.
- Mill and overlay of the Garden State Parkway near Clifton, N.J. The project had several stages, beginning with the reconstruction of the ramp off of U.S. Route 46, and the addition of a longer and wider acceleration lane, followed by a mill-and-fill operation. Working only at night, the company maintained a smooth transition between the new and existing pavement during construction.
- Work on the State Route 63 in Palisades Park, N.J. This mill-and-overlay project is in a very congested area — 1 mile from the George Washington Bridge. The company used reclaimed asphalt pavement in the mixes. Tilcon New York maintained two lanes of traffic during construction, despite paving challenges that included dealing with more than 40 intersections, time restrictions, and maintenance obstacles.
- Work on multiple county roads in Warren County, N.J. The county roads were all in dire need of resurfacing. The company used reclaimed asphalt pavement in the mixes and met the strict pavement compaction and ride smoothness for the project, while maintaining traffic on the rural roads.

- Work on Skyline Drive in Ringwood, N.J. Tilcon was asked to use a 12.5 stone-matrix asphalt mix, which had never previously been used on a county road. This mix was chosen to help increase driver safety on the steep and winding road. The paving was completed in two nights, the first night with alternating traffic conditions and the second night with the road closed to traffic.

Contact at Tilcon New York Inc., an Oldcastle Materials Co., Barry Huston, (973) 366-7741, bhuston@tilconny.com

- Work on Newark Liberty International Airport Taxiways A, B, D, and PA, in New Jersey. The 20-stage mill-and-overlay rehabilitation project was completed in seven-day increments, and also included replacing taxiway lighting fixtures, guard-bar fixtures, and affected structures. The company met stringent density, joint, grade, and rideability requirements, and credits good partnering among contractors, engineers, airport operations, tenants, and the Federal Aviation Administration as a key to the project's success.

Contact at Tilcon New York Inc., an Oldcastle Materials Co., (973) 297-0192, chenderson@tilconny.com

NEW YORK

Barrett Paving Materials Inc. — New York Central Region of Liverpool, N.Y.

- Interstate 81 in Syracuse, N.Y. The 2.5 mile route was resurfaced with asphalt and safety improvements were added. The milling and overlay occurred on 12 off ramps and on ramps, including one that serves two hospitals, Syracuse University, and the center of the business district. To minimize inconvenience to the traveling public, Barrett Paving Materials worked in five phases, and sometimes ran two paving crews simultaneously to meet the deadlines. Barrett Paving Materials incorporated green paving techniques into the project, using mixes with at least 20 percent reclaimed asphalt pavement.
- Work on State Route 17 in Delaware County. The project was 19.3 miles in length and consisted of cold milling, resurfacing, fixing guardrails, asphalt repairs, and pavement striping. Overnight lane closures were allowed for milling and paving work, which required a carefully thought out traffic control plan. Barrett also was challenged in managing the trucks needed for milling versus paving, as the asphalt plant was located 30 miles from the site. Up to 15 percent reclaimed asphalt pavement was used in the job mixes.

Contact at Barrett Paving Materials Inc. - New York Central Region, Brian Farrell, (315) 652-4585, bfarrell@barrett paving.com

NORTH CAROLINA

APAC-Atlantic Inc., Thompson-Arthur Division, an Oldcastle Company of Greensboro, N.C.

- Work on the resurfacing U.S. Route 220 in Guilford County, North Carolina. Company crews were limited to nighttime work on this mill-and-fill project. The work schedule was adjusted to account for high volumes of traffic during peak morning and evening travel times.

Contact at APAC-Atlantic Inc., Thompson-Arthur Division, an Oldcastle, Jeff W. Saunders, (336) 412-6811, jwsaunders@apac.com

S.T. Wooten Corp. of Wilson, N.C.

- Work on the Marine Corps Air Station Cherry Point Airfield Runway 5R/32L in Havelock, N.C. The existing surface was milled to grade prior to paving. S.T. Wooten used a joint heater on the longitudinal joints to produce very smooth joint transitions across the runway. In order to reduce hauling times, a portable asphalt plant was set up onsite, which improved temperature retention of the mix.
- Work on U.S. Route 70 in Garner, N.C. This pavement incorporates many sustainable practices, including warm-mix asphalt, reclaimed asphalt pavement, and recycled asphalt shingles. These sustainable practices conserve natural resources, while building a high-quality pavement. Due to time restrictions, milling and overlay on this project was performed at night.
- Work performed in December 2012 on U.S. Route 264 in Nash and Wilson counties, North Carolina. The mill-and-overlay project used warm-mix asphalt, reclaimed asphalt pavement, and recycled asphalt shingles in the mix design, which conserves natural resources, lengthens the paving season, and builds a high-quality pavement for the driving public. While rehabilitating the project with a new surface layer, S.T. Wooten increased the pavement's skid-resistance by adding an open-grade friction course (OGFC). Since installation of the OGFC, the North Carolina Department of Transportation has noted a dramatic decrease in traffic accidents in wet conditions.

Contact at S.T. Wooten Corp., Chris Croom, (252) 291-8702, chris@stwcorp.com

OHIO

Barrett Paving Materials Inc. of Middletown, Ohio

- Bikepath in Green County from south of Xenia north to Yellow Springs, Ohio. Work on the 2-inch overlay was complicated by overhanging tree branches, multiple small bridges, and pedestrian traffic.
- Resurfacing of various roads in Montgomery County, Ohio. The company milled and overlaid 23 different roads using various mixes and paving depths. It incorporated green paving techniques into the project, keeping material out of landfills and saving on the use of new materials by using reclaimed asphalt pavement in the asphalt pavement mixes.

Contact at Barrett Paving Materials Inc., William Wohlford, (513) 422-4662, bwohlford@barrettpaving.com

- Work on State Route 274 and State Route 364 in Auglaize County, Ohio. The project included 2 feet of widening on both sides of the two state routes and the overlay of the roads. The company incorporated green paving techniques into the project, using asphalt mixes that were composed of up to 40 percent reclaimed asphalt pavement.

Contact at Barrett Paving Materials Inc., Brian Fultz, (513) 422-4662, bfultz@barrettpaving.com

- Barrett Paving Materials Inc. won the award for its work on 12 miles of U.S. Route 52 in Clermont County, Ohio. Milling and overlaying the existing pavement, Barrett Paving Materials completed the job in July 2013. The new road added a quarter inch to the road's surface and installed a new Safety Edge drop-off along the roadside. The resulting pavement is known for its smooth ride.

Contact at Barrett Paving Materials Inc., Bryan Mount, (513) 422-4662, bmount@barrettpaving.com

Gerken Paving Inc. of Napoleon, Ohio

- Work on the Ohio Turnpike between MP 27.5 and MP 38.9 in Fulton County, Ohio. This mill-and-overlay project was completed in four phases using a newly purchased, wheel-mounted paver fitted for full-width paving of 26-feet on the intermediate course and 24-feet on the surface course. To ensure optimal smoothness, corrective milling was performed on all repairs prior to placement of the intermediate course. A material-transfer vehicle and 24-hour paving on the surface course helped eliminate stopping of the paving train. In total, more than 82,000 tons of asphalt was used, with 30 percent reclaimed asphalt pavement used in the base layer and 20 percent in the intermediate course.

Contact at Gerken Paving Inc., Jason Baden, (419) 533-7701,
jbaden@gerkenpaving.com

John R. Jurgensen of Cincinnati, Ohio

- Work on State Route 130 in Butler County, Ohio. The project consisted of a two-lane resurfacing with full depth asphalt repairs. Planing and placement of the asphalt was done in the same shift to reduce traffic congestion. John R. Jurgensen used 40 percent reclaimed asphalt pavement (RAP) in the base mix, 35 percent in the intermediate mix, and 22 percent in the surface mix.
- A project to relieve traffic congestion at the Interstate 275/State Route 32 interchange in Clermont County, Ohio. The project included the relocation of utilities, installation of a storm sewer, and the placement of 9-inch full depth asphalt pavement on top of a 6-inch aggregate base and stabilized subgrade. The company used warm-mix asphalt paving technology and reclaimed asphalt pavement in all the asphalt mixes.
- Work on Interstate 74 in Hamilton County, Ohio. This was a mill-and-overlay, pavement preservation project on the west side of Cincinnati. The company repaired the existing asphalt pavement, then laid two courses of Superpave asphalt mix. Crews worked nights and weekends to minimize disruption for the area's heavy traffic.
- Work on Wright Patterson Air Force Base's Runway 23R/5L. The job, located near Fairborn, Ohio, required resurfacing the 10,000-foot by 300-foot runway, which was milled using global positioning equipment. . The runway paving was divided into 16 lanes to help ensure offset of longitudinal joints, and several full-depth asphalt repairs were necessary to ensure smoothness.
- Work on State Route 73 and State Route 48 in Warren County, Ohio. The mill-and-overlay project consisted of resurfacing with some full-depth asphalt repairs of variable thickness. The intermediate leveling course was 1.75 inches, which was topped with a 1.5-inch surface course. Pavement planing and placement of the surface course was performed in the same shift to eliminate traffic congestion. A material-transfer vehicle was used for both leveling and surface courses to eliminate thermal and aggregate segregation. Depending upon the mix 25–46 percent reclaimed asphalt pavement was used.

Contact at John R. Jurgensen, Jim Crawford, (513) 771-0820, Jim.Crawford@jrjnet.com

Kokosing Construction Co. Inc. of Columbus, Ohio

- Work in Columbus, Ohio. The project consisted of milling and resurfacing 81 different streets, with varying milling depths and asphalt mixes for the streets. In addition, the project called for the construction of 1,134 sidewalk ramps that met American With Disabilities Act requirements, along with all associated curb and sidewalk work and proper drainage.

Contact at Kokosing Construction Co. Inc., Pam McNeil, (419) 524-5656, psm@kokosing.biz

Shelly & Sands Inc. of Zanesville, Ohio

- Work to replace Runway 10R/28L at Port Columbus International Airport in Ohio. The company was the prime contractor on the project and placed all the base material for the runway. The Shelly Co., an Oldcastle Materials Co., was a subcontractor on the project, placing all of the surface courses for the runway and taxiways. Strong communication and scheduling between the companies was critical to the project's success.

Contact at Shelly & Sands Inc., Ed Morrison, (740) 453-0721, e.morrison@shellyandsands.com

The Shelly Co., an Oldcastle Materials Co. of Findlay, Ohio

- Work at the Toledo Express Airport in Ohio. The airport rehabilitation project consisted of the milling and overlay of Runway 7/25, surface grooving, installation of pavement markings, underground cables, and guidance signs. Given the scope of work, the project was completed in three phases. Crews worked 12-hour shifts in order to complete the project on time and produced a high-quality asphalt runway that met Toledo-Lucas County Port Authority requirements.

Contact at The Shelly Co., an Oldcastle Materials Co., Tim Rowan, (419) 429-3412, tim.towan@oldcastlematerials.com

The Shelly Co., an Oldcastle Materials Co., of Thornville, Ohio

- Work on various roads in Gallia County, Ohio. Numerous streets were paved in and around the town of Gallipolis, and Shelly Co., also worked with county engineers to widen County Road 8 and County Road 50. Shelly overlaid the county's gravel surfaces on these roads with 1.25 inches of intermediate base

pavement and 1.25 inches of surface course, making the two roads safer for children as they travel to and from school on the heavily used school bus route.

- Work on State Route 140 in Portsmouth, Ohio. This mill-and-overlay project spanned 16.5 miles of a two-lane highway. The degree of difficulty for this project was high due to a tight schedule, the many curves and hills on the road, and the need to perform minor bridge rehabilitation to 14 structures. Despite this, the project was completed on time yielding a tremendous improvement to SR 140.
- Work on East Broad Street in Columbus, Ohio. The project involved rehabilitating 5.37 miles of E. Broad St. on an area of road that varied in width from four to eight lanes, and included shoulders. Many businesses and a large hospital are located nearby, so the mill and overlay work was completed at night.
- Work on State Road 125 in Adams County, near Georgetown, Ohio. The mill and overlay work involved resurfacing 9.77 miles of this rural road. The road's steep grade and sharp curves were challenging, but the finished product makes traveling to the nearby Shawnee State Forest much safer and more enjoyable for motorists.
- Work on U.S. Route 23 in Delaware, Ohio. The project involved replacing aggregate shoulders with full-depth pavement and replacing 1.5 inches of surface material with a 12.5-mm Superpave mix. In addition, turn lanes at three large intersections were improved, making travel safer for motorists and pedestrians.
- Work on the Franklin County Highway Maintenance Southeast Outpost facility parking lot in Groveport, Ohio. The company worked with the Franklin County Engineer's Office to place 1.5 inches of surface asphalt at the new facility. The challenge on this project was working around numerous in-place structures.
- Work on State Route 16 in Granville, Ohio. This four-lane project spanned 5.8 miles and involved milling 1.75 inches before placing reinforced mesh on the transverse joints. This was followed by a 1.75-inch intermediate course and a 1.5-inch surface layer. This project was completed at night, while keeping the busy area open to traffic. The project included many entrance and exit ramps.
- Work on Interstate 71 in Columbus, Ohio. The project consisted of pavement and structure repairs over a 7-mile stretch of the four-lane road. The milling work involved removal of 2.25 inches of asphalt from the driving lanes, and overlaying it with 1.75 inches of a base course and 1.5 inches of a surface course. This project involved daily traffic control coordination with a simultaneous project. An additional obstacle was taper-milling for 245 window inlets in the median wall prior to the surface pavement overlay.

Contact at The Shelly Co., an Oldcastle Materials Co., Larry E. Shively, (740) 246-5009, lshively@shellyco.com

The Shelly Co., an Oldcastle Materials Co., of Twinsburg, Ohio

- Work on a trailer parking facility for the FedEx Ground Shipping Hub in Richfield, Ohio. They excavated the lot, removed subgrade material and brought in 10 inches of aggregate base followed by an additional 8 inches of asphalt laid in three lifts. The Shelly Co. built the project on an extremely tight schedule while coordinating work with numerous trades on the site.

Contact at The Shelly Co., an Oldcastle Materials Co., Dave Petty, (330) 405-5196, dpetty@shellyco.com

- For work in Lakewood, Ohio. The mill-and-overlay project involved more than 20 different streets or locations that required 3-inch milling prior to the binder course. The project also involved making casing adjustments and full-depth base repairs, along with curb repairs and new curb ramps to meet Americans With Disabilities Act guidelines. The final 1.25 inches of surface asphalt was followed by stamped and colorized crosswalks. In addition, an entrance on the city's Arthur Drive was reconstructed to make for easier access into a park and strip mall.

Contact at The Shelly Co., an Oldcastle Materials Co., Scott Clark, (330) 404-4191, sclark@shellyco.com

- Work on Martin Luther King Jr. Drive, from Chester Avenue to North Marginal Road in Cleveland, Ohio. The project's original proposal called for cement stabilization as the base and then overlaying an intermediate and surface layer. The Shelly Co. instead proposed milling 6 inches off the original pavement and placing a 3-inch asphalt base. The proposal was accepted, providing the road a better structural outcome than the cement mix and allowing the road to keep its existing curb appeal.

Contact at The Shelly Co., an Oldcastle Materials Co., Roman A Kinaitis, (330) 265-7233, rkinaitis@shellyco.com

- Work on State Route 2 in Lake County, Ohio. This construction project spanned three years and used 336,506 tons of asphalt. The company partnered with the Ohio Department of Transportation, Lake County engineers and Mentor city officials to change the original phasing of the project. Instead of completing the median in 2011 and the outside travel lanes in 2012, Shelly proposed completing all work on half the project by the end of 2012, eliminating the need for a 12-mile construction zone. This was accomplished on time despite the need to fix an unforeseeable problem — asphalt heaving due to a chemical reaction between the cement stabilization and sulfates in the existing soil.

Contact at The Shelly Co., an Oldcastle Materials Co., Anthony J. Valocchi,
(330) 405-7475, tvalocchi@shellyco.com

- Reconstruction of 5 miles of the Ohio Turnpike in Berea, Ohio. To ensure worker safety, a temporary barrier wall was installed in April. The Shelly Co. then began with the removal of 67,000 square yards of deteriorated concrete pavement. Once the old pavement was removed and the subgrade stabilized, the new base, leveling, and surface courses were completed. With the use of a material transfer vehicle, the intermediate and surface asphalt courses were placed at full width.
- Work on approximately 10 miles of the Ohio Turnpike in Portage and Summit counties, Ohio. The project involved the mill and overlay of the east- and westbound lanes of the turnpike from MP 176.3 to MP 186.02. To protect workers from heavy traffic volumes and to ensure the most efficient flow of traffic, paving work on the project was completed entirely at night. Construction began in May 2013 and was completed one week ahead of the scheduled September completion date.

Contact at The Shelly Co., an Oldcastle Materials Co., Eric A. Gaul, 330-405-7453,
egaul@shellyco.com

OKLAHOMA

The Cummins Construction Co. Inc. of Enid, Okla.

- Work on the U.S. Route 70 Bypass in Bryan County, Oklahoma. The bypass project used more than 147,000 tons of asphalt on this full-depth, new construction area. Almost 29,000 tons of recycled asphalt was used, totaling close to 20 percent of the project. The Oklahoma Department of Transportation said it was pleased with the final work, adding that work was completed in the allotted time frame with safety to the public and work crews in mind.

Contact at The Cummins Construction Co. Inc., David Hardy, (580) 937-4515,
shardy55@hotmail.com

PENNSYLVANIA

Independence Construction Materials, an American Infrastructure Co., of Malvern, Pa.

- Independence Construction Materials won the award for its work on northbound and southbound lanes of Interstate 95 in Harford County, Maryland. The mill and overlay work on this heavily-traveled portion of I-95 was completed at night over a period of 101 days using a stone-matrix asphalt mix. The paving sequence was

adjusted midway through the project to cut in half the number of days traffic would have to drive on the milled surface, making for safer travel through the work zone. The project was a success in terms of workmanship, scheduling, traffic control, and quality with the asphalt mix achieving both density and mix-quality incentives.

Contact at Independence Construction Materials, an American Infrastructure Co., Curtis Hall, (610) 222-3183, curtis.hall@icmatls.com

Pennsy Supply Inc., an Oldcastle Materials Co., of Annville, Pa.

- Work on Allen Distribution Building 14 in Carlisle, Pa. The company used a special warm-mix asphalt that it developed for the maintenance of large parking lots; the mix incorporates 15 percent recycled asphalt shingles, which improves its tensile strength ratio. By laying a thin-lift asphalt overlay on top of the lot's existing pavement, Pennsy Supply was able to add to the parking lot's structural strength without milling the existing material off. That limited the amount of time the parking lot was shut down.
- Work on State Route 22 in Fredericksburg, Pa. This project helped complete the final section of SR 22, known as the "safety corridor" for the methods used to separate traffic. These include barrier and mountable concrete islands around turn lanes and widened turn lanes. All asphalt mixes on the project contained 5 percent recycled asphalt shingles; it total more than 3,800 tons of recycled products were used in the project.

Contact at Pennsy Supply Inc., an Oldcastle Materials Co., Michael Sis, (717) 867-7582, msis@oldcastlematerials.com

Pennsy Supply Inc., an Oldcastle Materials Co., of Wapwallopen, Pa.

- Work on State Route 239 in Benton, Penn. The road was in poor condition and needed to be milled and filled with a scratch course prior to the final overlay. Ramps meeting the American With Disabilities Act guidelines were added as part of the project, too.

Contact at Pennsy Supply Inc., an Oldcastle Materials Co., Jeff Judge, (570) 868-3951, jjudge@oldcastlematerials.com

SOUTH CAROLINA

C.R. Jackson Inc. of Darlington, S.C.

- Work on Interstate 95 in Santee, S.C. This project involved significant patching a 60-year-old concrete road before placing an asphalt overlay. As much as 3 inches of overlay was placed on the center line to correct the flatness of the existing road. In addition, two strengthening lifts of asphalt topped with a lift of open-graded friction course were placed. Temporary lane closures were used to maximize the available daytime hours for paving. All pavement mixes used the maximum amount of reclaimed asphalt pavement.

Contact at C.R. Jackson Inc., Kael Morris, (843) 393-2837, kmorris@crjackson.com

TENNESSEE

Lehman-Roberts Co. of Memphis, Tenn.

- Work on Cleveland Municipal Airport in Mississippi. The job required adding a 1,000-foot extension to the runway and parallel taxiway, as well as an overlay of the existing pavement. To keep the airport open to patrons and on-site businesses, work had to be completed using displaced thresholds and a four-day shutdown.

Contact at Lehman-Roberts Co., Michael Ellis, (662) 563-2100, mellis@lehmanroberts.com

- Work on U.S. Route 78 in Byhalia, Miss. The scope of work on this 16.14 miles of highway was extensive, including removing existing pavement, rubblization, clearing, earthwork, pipe work, inlet reconstruction, erosion control measures, base repair, milling, asphalt base, shoulder gravel, stone-matrix asphalt surfacing, signs, and striping. One lane of traffic remained open at all times throughout the construction, which involved careful planning and many safety control measures. Simultaneous operations among various subcontractors kept the project on track. Some setbacks occurred, including finding one 3-mile section with a saturated base and subgrade. The project took 981 calendar days to complete.

Contact at Lehman-Roberts Co., Donald Fletcher, (901) 774-4000, dfletcher@lehmanroberts.com

- Lehman-Roberts Co. won the award for its work on Interstate 269/State Route 385 in Shelby and Fayette counties in Tennessee. The 8.29 miles of new highway construction connects Highway 51 in Millington to Interstate 240 in south Memphis, Tenn., and completed the 55-mile SR 385. The project included a 5-inch stabilized base and 13.25 inches of asphalt base and surface lifts. Lehman-Roberts had to complete the project

within a 14-month window, due to the planned reconstruction of a nearby pavement that required SR 385 to serve as a detour route. Lehman-Roberts and its subcontractors were able to complete the job two-weeks early and open the roadway to traffic prior to the heavily traveled Thanksgiving holiday.

*Contact at Lehman-Roberts Co., Patrick Nelson, (901) 947-5712,
pnelson@lehmanroberts.com*

Summers-Taylor Inc. of Elizabethton, Tenn.

- Work on .6 miles of U.S. Route 11 East in Johnson City, Tenn. The project sought to alleviate high traffic volumes along US 11E by significantly expanding the roadway from two lanes to five. Summers-Taylor placed 10 inches of asphalt base and topped it with a half-inch wearing course.
- Work on Interstate 26 in Carter and Washington counties, Tennessee. The pavement rehabilitation project consisted of a 3-mile mill and overlay of I-26. A 0.75-inch thin lift was placed and topped with a 1.25-inch open-graded friction course (OGFC), which reduces tire noise, improves car handling, and minimizes road spray.
- Work on State Route 381 in Jefferson County, Tennessee. This 8-mile stretch of scenic highway was in need of an overlay. Summers-Taylor began work by milling off the surface. Next, a half-inch leveling course was applied, followed by a 1.25-inch surface course. Summers-Taylor earned its award for quality craftsmanship resulting in a smooth pavement that services a very high traffic segment of the route.
- Work on Interstate 81 near Greeneville, Tenn. The project marked the state's first use of an open-graded friction course (OGFC) mix, which is known to reduce tire noise, improve car handling, and minimize road spray. The work on the 5-mile project began with a 0.75-inch leveling course, followed by a 1.25-inch OGFC surface course.

*Contact at Summers-Taylor Inc., Ted Bryant, (423) 543-3181,
tedb@summerstaylor.com*

TEXAS

Austin Bridge & Road LP of Irving, Texas

- Work on the Circuit Of The Americas Formula 1 Grand Prix Track in Austin, Texas. Construction of the state-of-the-art 3.4-mile track was delayed twice due to contract disputes and a period of unusually heavy rain, leaving the team just

15 months to complete the job. Paving the track was complex due to the extremely precise asphalt mix design specifications and tight tolerances for asphalt placement demanded by the Fédération Internationale de l'Automobile (FIA). Smoothness, evenness, and elevation specifications had to be strict because Formula 1 cars reach speeds in excess of 200 mph. The track was paved in echelon, using three pavers working in concert to achieve hot-to-hot joints; a fourth paver was used on some track turns.

Contact at Austin Bridge & Road LP, Richard Mills, (214) 596-7300,

rmills@austin-ind.com

Clark Construction of Texas Inc. of San Antonio, Texas

- Work on Interstate 20 in Longview, Texas. The overlay work on this divided highway involved two lanes of traffic in each direction with a high volume of daily traffic. No accidents were reported during the course of construction, and there was minimal traffic disruption. The use of a spraypaver and material-transfer vehicle to place the permeable friction course (PFC) helped keep thermal segregation at bay by maintaining a consistent mix temperature during the paving process.

Contact at Clark Construction of Texas Inc., Annie Dadian-Williams, P.E.

210) 661-6785, annie@clarkpave.com

Duininck Inc. of Roanoke

- Work on the segment of U.S. Route 287 that runs between Amarillo and Fort Worth, Texas. The full-depth Perpetual Pavement project used a porous friction course mix. The grading was consistent throughout the job and care was given to quality, appearance, rideability, and attention to detail. Longitudinal joints matched seamlessly on the entire surface and particular attention was paid to transverse joint detailing.

Contact at Duininck Inc., Kyle Duininck, (817) 491-0946, knduininick@duininck.com

Hunter Industries Ltd. of San Marcos, Texas

- Work on U.S. Route 87, between Cuero and Victoria, Texas. This overlay project involved continuous leveling to correct the pavement's cross slope and pavement undulations, along with some spot leveling-up to fix localized roughness of the

existing roadway. This prep work allowed Hunter Industries to pave the surface course at a uniform depth.

- Work on U.S. Route 77 in Schulenburg, Texas. This widening project involved some spot leveling to fix localized roughness of the existing road and to bring vertical curves up to current design standards. The job required a number of travel lane and turn lane transitions, which were carefully planned for the paving sequence and to minimize the number of longitudinal and transverse joints.

Contact at Hunter Industries Ltd., Albert Schlather, (210) 353-7757, aschlather@hunterind.com

J.D. Ramming Paving Co. Ltd. of Austin, Texas

- Work on the 69th Air Defense Artillery Brigade complex site and infrastructure parking lot at Fort Hood in Texas. The company placed a 3.5-inch overlay of asphalt on the parking lot, creating a smooth, high-quality pavement.

Contact at J.D. Ramming Paving Co. Ltd., Jimmy Whited Jr., (512) 251-3713, jimmy.whited@rammingcompanies.com

- Work on State Route 130 Segments 5 and 6, a 45-mile stretch of toll road from Lockhart to Seguin, Texas. Using a full-depth Perpetual Pavement design, the project was completed using the echelon paving method to create no longitudinal joints in the paving process. This created such a smooth surface that the road met all criteria to post the speed limit at 85 mph, the fastest in the northern hemisphere. A record-breaking 80 miles of International Roughness Index data was collected on the project, which also used more than 200,000 tons of recycled asphalt pavement in the base course.
- Work on Ranch Road 12 in Dripping Spring, Texas. The project, completed in late 2012, was a Thinlay thin asphalt overlay of the existing road. In 2004, the road was chip sealed, which creates a rough, noisy surface that caused homeowners to complain about roadway noise. The 1-inch Thinlay, one of the first in Texas, was able to reduce the tire noise immediately.

Contact at J.D. Ramming Paving Co. Ltd., Chuck Fuller, (512) 251-3713, chuck@rammingpaving.com

The Lane Construction Corp. of Roanoke, Texas

- Work on the Naval Air Station Joint Reserve Base Fort Worth in Texas. The job required milling, leveling, and placing 21,000 tons of asphalt on the main runway, shoulders, and adjacent taxiway, within a 21-day project window. Crews soon

exposed an old paving fabric that needed removal and found that additional full-depth milling was needed. Flight operations were suspended during the paving work, but the unforeseen repairs set the project back one week while the deadline for completion remained unchanged. Lane Construction rose to the challenge by adding a crew and using a paver that made 25-foot-wide passes.

*Contact at The Lane Construction Corp., John Rauer, (817) 480-2345,
jfrauer@laneconstruct.com*

Longview Asphalt Inc. of Longview, Texas

- Overlay of 14.5 miles of State Highway 43 in Cass and Marion counties, Texas. The overlay project incorporated green paving techniques, using 20 percent reclaimed asphalt pavement in the mixes. The limited roadway width challenged traffic handling, safety, and good construction methods on a daily basis.

*Contact at Longview Asphalt Inc., Rodney Z. Price, (903) 758-0065,
rzprice@longviewasphalt.com*

Ramming Paving Co. Ltd. of Schertz, Texas

- Work on Star S. Ranch in Mason, Texas. The job site was 120 miles from the asphalt plant and required the trucks to make two round trips each day. This ensured continuous paving to help eliminate transverse joints. Additionally, a windrow elevator was used to increase pavement smoothness.

*Contact at Ramming Paving Co. Ltd., Frank Gallagher, (210) 531-0200,
frank.gallagher@rammingcompanies.com*

UTAH

Granite Construction Co. of Salt Lake City

- Work on Salt Lake City International Airport's 16L/34R Runway. This pavement rehabilitation project began with milling the existing surface, and new technologies were employed to help the project meet extremely tight tolerances. Working seven days a week in multiple shifts, Granite employed echelon paving to eliminate half of the joints to create an extremely smooth runway. Granite has received positive feedback from the commercial pilots regarding the smoothness of the runway.

*Contact at Granite Construction Co., Abby Albrecht, (801) 526-6116,
abby.albrecht@gcinc.com*

Kilgore Contracting of Salt Lake City, Utah

- Reconstruction and widening of State Route 173. Work included implementation of the state's second "ThrU-Turn" median-crossover intersection, new signalized intersections, three new retaining walls, and improvements to the roadway's drainage. The project team had to overcome several challenges, including problems with delayed right-of-way acquisitions, the unanticipated relocation and replacement of gas lines, and the need to provide safe access for the area's residents, businesses, pedestrians, and emergency vehicles.

Contact at Kilgore Contracting, Sean Noorda, (801) 250-0132, sean.noorda@kilgorecontracting.com

Staker Parson Cos., an Oldcastle Materials Co., of Draper, Utah

- Work on Interstate 15, from North Holden to Scipio, Utah. The original 8.6-mile stretch of road underwent 4 inches of milling, and was then replaced with 2.5 inches of asphalt and 1.5 inches of stone-matrix asphalt (SMA). Widening of the truck-climbing lane up Scipio Hill was also part of the project, requiring 6 inches of half-inch asphalt and 1.5 inches of SMA. The highway leads to southern Utah's recreational areas, requiring the work to be performed Monday through Friday with all lanes open to traffic on weekends. This resulted in an aggressive round-the-clock weekday schedule of construction, which also included bridge repairs, bridge widening, and paving.
- Work on U.S. Route 6 from Tucker, Utah, to the pass at Soldier Summit in the Wasatch Mountains. The 7.1-mile project covered one of America's most dangerous stretches of highway, presenting numerous challenges. Soldier Summit is located 58 miles from the closest asphalt plant and reaches an elevation of 7,477 feet, which made thermal segregation a concern. The uphill grade to the canyon averaged 5 percent, which resulted in 3.5-hour round-trip travel times for the haul trucks. This resulted in 350 tons of asphalt being on the road at any given time to meet the production schedules. Staker Parson put extra safety measures in place for the project, and the end result was a smooth asphalt pavement and a very low profilograph index score.
- Work on U.S. Route 89, from State Street to Geneva Road in Lindon, Utah. The 2.5-mile road project called for widening US 89, a very busy business corridor containing numerous utilities under the road, with no order to the location and depth of these services. Working with the Utah Department of Transportation, Staker Parson was able to redesign and field fit utilities in conflict with the original design. Another challenge was finding long, continuous runs for the paving without blocking access to businesses in the project area. In the end, users have

a high-quality and smooth pavement and experienced little or no traffic delays during construction.

- Work on Interstate 15, from South Holden to North Holden in Utah. The 6.125-mile stretch of construction work included milling 1.5 inches of the original asphalt and replacing it with 1.5 inches of new stone-matrix asphalt. Other repairs, some of which were performed under tight time constraints, included fixing soft spots, guardrail replacement, right-of-way fence replacement, and bridge deck pothole patching. Partnering meetings were regularly held between Staker Parson, its subcontractors, and the Utah Department of Transportation. The construction work earned high incentives for the project in terms of mix quality, compaction, and smoothness, leading UDOT's lead inspector to describe the work as "the perfect project."

Contact at Staker Parson Cos., an Oldcastle Materials Co., Brandon LeFevre, (801) 803-4778, brandon.lefevre@stakerparson.com

VIRGINIA

Superior Paving Corp. of Gainesville, Va.

- Superior Paving Corp. won the award for its work reconstructing the Fairfax County Parkway/Fair Lakes Interchange on the very heavily trafficked Virginia State Route 286. The project included many challenges, which the company was able to overcome with careful planning and precise execution. Tying in four major intersections, ensuring emergency vehicle access to the nearby Inova Fair Oaks Hospital, and keeping traffic flowing along the parkway, required weekly meetings with other contractors to ensure a smooth end product.

Contact at Superior Paving Corp., David A. White, (703) 631-0004, davidwhite@superiorpaving.net

WASHINGTON

Granite Construction Co. of Vancouver, Wash.

- Work on State Route 14 in Camas, Wash. A large section of this project included widening SR 14 from two lanes to four lanes. Additionally, a new bridge and a new split-diamond interchange were built at Union Street and 2nd Street, which included four roundabouts. The project improved safety by adding median barriers and reducing travel times with the additional lanes to accommodate residential, commercial, and industrial growth.

Contact at Granite Construction Co., David J. Wood, (360) 606-8299,
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- Work throughout Clark County, Washington. The mill-and-overlay work included 17 segments involving various pavement repairs, leveling, pavement fabric, and overlays. The scope of work involved temporary traffic control for complete road closures, cold-planning operations, pavement repair, traffic signal modifications, adjustment of utilities, paving, striping, and pavement markers. In addition, reclaimed asphalt pavement used in project mixes totaled 20 percent. The project specified early incentives for completing the first three segments over the course of four weekend-long closures.

Contact at Granite Construction Co., Grant Youngren, (360) 254-0978,
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ICON Materials, an Oldcastle Materials Co., of Pacific, Wash.

- Rehabilitation of Taxiway Alpha at King County International Airport/Boeing Field near Seattle. This airport is the main delivery airport for the new Boeing 737 and an integral flight test hub for the new Boeing 787 and 747 Freighter. The work involved total pavement demolition and reconstruction, milling and repaving, and concrete panel replacement. The project involved five major phases in eight work areas over 18 months, while following strict safety procedures and rerouting of aircraft. The crew met Federal Aviation Administration requirements for taxiway tolerances despite airplane traffic constantly transitioning in and out of the work zone.

Contact at ICON Materials, an Oldcastle Materials Co., David Gent P.E.,
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Inland Asphalt Co., an Oldcastle Materials Co. of Richland, Wash.

- Work extending Piert Road in Kennewick, Wash. Inland Asphalt ran into several difficulties during construction of this project, including high water, railroad tracks, and even some old buildings that needed to be demolished. The many challenges faced were overcome, and the resulting pavement provides homeowners easier access to the area.

Contact at Inland Asphalt Co., an Oldcastle Materials Co., Steve T. Hanson,
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WISCONSIN

Northeast Asphalt Inc. of Greenville, Wis.

- Work on U.S. Highway 51 from Minocqua to Manitowish, Wis. The company milled 4 inches off the existing surface and replaced it with two layers of asphalt, maintaining a paving schedule that reduced the length of work by one full week. Northeast Asphalt incorporated reclaimed asphalt pavement into the mixes.
- Work on State Trunk Highway 57 in Sheboygan County, Wisconsin. The work included 9 miles of two-lane highway and 16 miles of four-lane highway. Numerous subcontractors were involved in the work, requiring detailed scheduling and coordination. The scope of the work was broad, and the electrical work and base patching lane closures were complex. The project specifications were such that only .075 inches of the existing pavement could be milled prior to placing a 2-inch overlay in a single lift. Through innovative automation and control, Northeast Asphalt successfully obtained a smooth ride.
- Work on State Trunk Highway 22 from Gillet to Oconto Falls in Oconto County, Wisconsin. The project was 8.1 miles long, and required the road to be widened and ditches to be cut. Almost from the start, utility conflicts were discovered on both sides of the road, wreaking havoc with the project schedule. Through daily contact with the excavating and utility subcontractors, extra crews and constant rescheduling, the project was completed on time despite the disruptions. Reclaimed asphalt pavement was used, reducing the need for virgin asphalt cement by 23–24 percent, depending on the mix. Two innovations with this project included a pilot program to install Safety Edge drop-offs along the highway and a contract modification to include a cost-reduction incentive.

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Payne & Dolan Inc. of Waukesha, Wis.

- Work on State Trunk Highway 36, from STH 120 to Westridge Avenue in Lyons, Wis. The company milled the existing roadway and widened the pavement four feet, using the millings from the project. It then surfaced the entire project with new asphalt pavement. The company also resurfaced a bridge deck on the project using a special thermoplastic polymeric-modified asphalt waterproofing mixture.
- Work on County Highways W and M in West Bend, Wis. The company milled, pulverized, and regraded the existing road before laying new pavement on top. To limit cold joints on the roadway, Payne & Dolan worked with the Washington County Highway Department to temporarily close connecting side roads. This

allowed the company to employ tandem paving operations to eliminate the centerline cold joint as well as cold joints on interfaces with side roads and driveways.

- Work on Interstate 43 in Waukesha County, Wisconsin. The year-long project included rubblization and overlay of the southbound lanes and reconstruction of the northbound lanes, while keeping lanes open for traffic on the busy thoroughfare leading into and out of Milwaukee. Both day and night shifts were used to coordinate the work and maintain traffic flow. The project also included rehabilitation of five bridges. Joint heaters were used to on every lift of asphalt pavement on the project to ensure high-quality joints, and material-transfer vehicles were used to ensure consistent paving speeds and a smooth final product.

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shiggins@payneanddolan.com*

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The National Asphalt Pavement Association (NAPA) is the only trade association that exclusively represents the interests of the asphalt producer/contractor on the national level with Congress, government agencies, and other national trade and business organizations. NAPA supports an active research program designed to improve the quality of asphalt pavements and paving techniques used in the construction of roads, streets, highways, parking lots, airports, and environmental and recreational facilities. The association provides technical, educational, and marketing materials and information to its members; supplies product information to users and specifiers of paving materials; and conducts training courses. The association, which counts more than 1,100 companies as members, was founded in 1955.