



CONSTRUCTION PROFILES

February 2008

A PUBLICATION OF GUNTERT & ZIMMERMAN CONST. DIV., INC., RIPON, CALIFORNIA U.S.A.

ONE MILLION SQUARE METERS! NO GRINDING! REMARKABLE!



Cedar Valley Corporation paving Highway 60 corridor in Northwest Iowa with G&Z's S850. The mainline paving was done at a width of 25.6' (7.8m) and with varying thicknesses of 10.2" - 10.6" (260mm - 270mm). The five separate projects had similar smoothness averages of 17.4"/mile (280mm/km) on a zero blanking band.

Although it took nearly twenty years of convincing, Cedar Valley Corporation (CVC) of Waterloo, Iowa, U.S.A. finally purchased its first G&Z S850 slipform paver because more rigorous specifications for smoothness were being adopted in Midwestern states. CVC was so satisfied with the performance of the machine that they bought a second S850 one year later. "Both paving crews wanted the G&Z on their job, so we solved the problem by purchasing another one," stated CVC President Steve Jackson. CVC has come to depend on their G&Z pavers to produce quality, smooth pavements that meet, and often exceed, the zero-band specifications. They regularly receive bonuses for smoothness and have been the recipient of numerous paving awards on both the state and national level. CVC attributes these awards to hard work, and their G&Z Pavers.

In 2004, CVC began work on 59 miles (95km) of the Highway 60 corridor in Northwest Iowa. The entire corridor is comprised of seven phases, five of which have been completed over the last four years. CVC paved all five projects under a "zero" blanking band smoothness specification, which resulted in 163.36 lane miles (262.9km)

of mainline paving with **NO CORRECTIVE ACTION REQUIRED TO MEET THE ZERO BLANKING BAND SPECIFICATION!** That equates to over **ONE MILLION SQUARE METERS OF PAVING WITH NO GRINDING.** Their G&Z S850 was used exclusively for all the mainline paving on this work at a width of 25.6' (7.8m) and with varying thicknesses of 10.2" and 10.6" (260mm and 270mm).

"The stability of the [G&Z] machine was instrumental in achieving our smoothness results."

Craig Hughes
Project Manager
Cedar Valley Corporation
Waterloo, Iowa

One of the challenges CVC faced with these projects was Iowa Department of Transportation's (IDOT) aggressive schedule for completion of the corridor. Separate grading and structure contracts were not completed when paving projects were let, which created many scheduling issues with contractors building culverts, bridges, and grading. The final phase of the Highway 60 corridor was the Sibley Bypass which had a US\$750,000 drop dead completion

date of November 21, 2007. November was extremely wet but CVC managed to complete the section on November 17th.

Highway 60 is located in an extremely rural area in Northwest Iowa. The project required enormous quantities of quality quartzite aggregates to build the phases of the corridor in a four year time span. Local suppliers struggled to meet these demands, and as a result, 40% of the coarse aggregate was hauled in from South Dakota.

In addition to the mandated completion dates and aggregate acquisition problems, CVC had to build eleven full interchanges and work around thirty-nine bridges. The sub-base posed yet another problem - in the Northwest Iowa region, the granular sub-base consists of pit run river gravel, which does not provide a stable pad line in the best of weather, much less in poor weather. Approximately 1,267,000 tons of base aggregate was required for five of the seven phases. Craig Hughes, Project Manager stated, "The stability of the [G&Z] machine was instrumental in achieving our smoothness results. We are confident that our G&Z S850 minimized many potential problems with unstable pad line that became even

IN THIS ISSUE	
One Million Square Meters	1
ConExpo 2008	1 & 4
First in Illinois	2
Belgium & Australia	3
G&Z's Assembly Yard	4
ConExpo	4

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more critical in poor weather. Many days it [S850] was the difference between paving and not paving."

Although awards cannot be taken directly to the bank, they are a wonderful morale booster and source of pride. CVC has a great deal to be proud of - to date, they have earned two State and two National awards for their work on the Highway 60 corridor. They are also competing for State and National Awards in 2008 and 2009 with additional phases of this project. Most recently, CVC received the Divided Highways award from the Iowa Concrete Paving Association.

Over the years, G&Z has been challenged by contractors to manufacture equipment that is able to meet the rigorous demands and changing specification issues inherent in the construction industry. G&Z is extremely proud of their ability to meet these challenges and to provide the customer service to back it up.

CVC Project Manager Craig Hughes concluded, "Your service is why G&Z is our first consideration when making paving equipment decisions. Smooth efficient paving completes the package." ■