

Recently Awarded Contracts

- Chillicothe Airport
- Coffey County Airport
- KCMO Maplewoods Parkway (Sub)
- Route 7 Jackson County
- Route I-35 Clinton County
- Route 10 & 210 Ray County
- Route I-70 Manchester to KS State Line
- Platte County Various Routes
- NW Brighten (Sub)
- Route C Ray County
- Route 169 Clay County
- Route 92 Platte County
- Route 9 Platte County
- Whiteman Airforce Base Taxiway Alpha

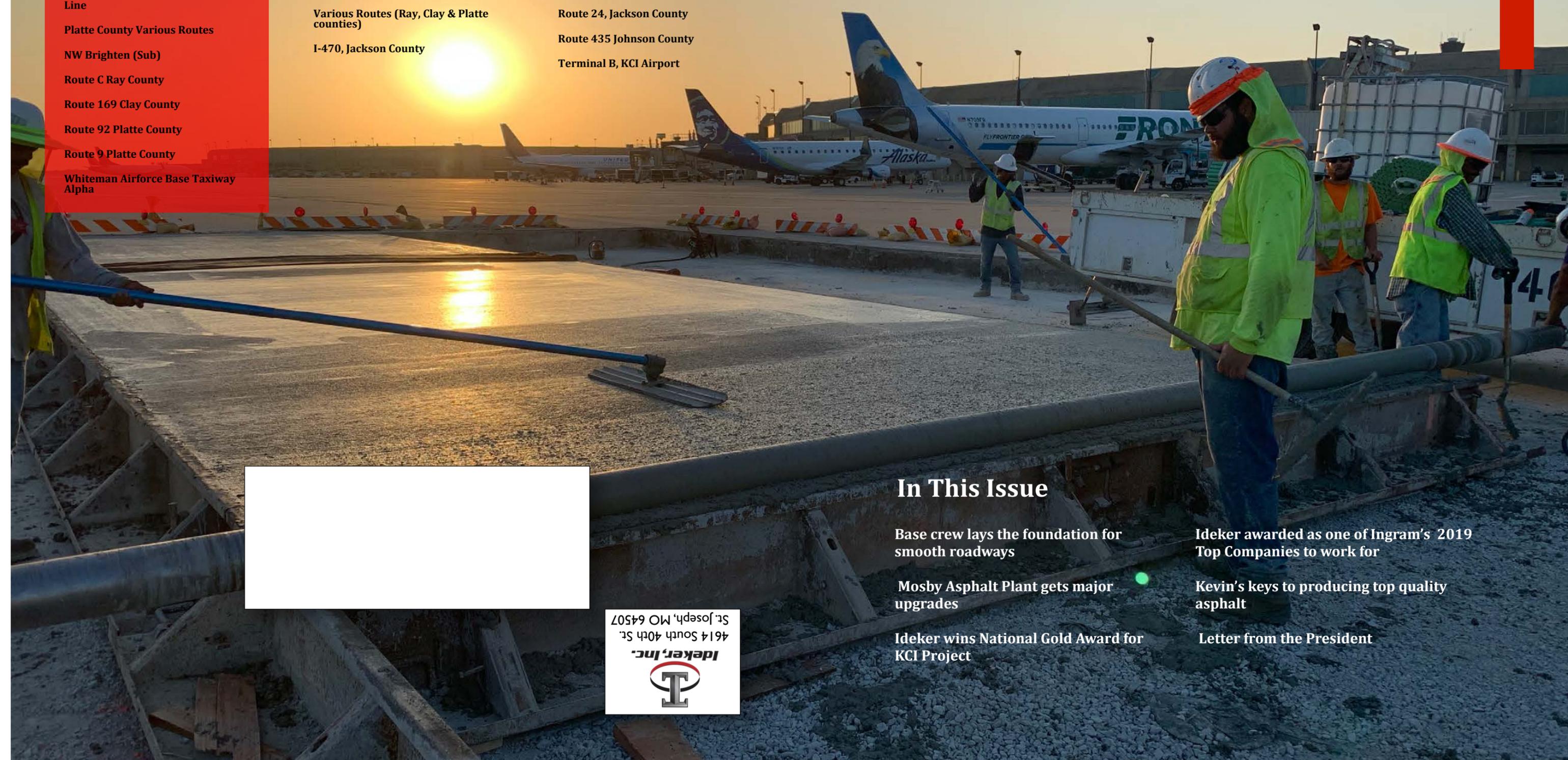
Current and Recently Completed Projects

- Boonville Airport
- Johnson County Executive Airport
- Rehab Taxiway Foxtrot - KCI
- Route 58 & Y, Cass County
- Route I-29 (Vivion to I-29 & 35)
- Route I-435 (I-29 to Cookingham)
- Various Routes (Ray, Clay & Platte counties)
- I-470, Jackson County
- I-49, Cass County
- KCMO Overlay
- Lee's Summit Mill & Overlay
- Route W, Jackson County
- Route 69, Clay County
- Route 71, Jackson County
- Route 24, Jackson County
- Route 435 Johnson County
- Terminal B, KCI Airport



Ideker INK

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Letter from the President

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Ideker, Inc.



Investments made to Mosby Asphalt Plant

The Mosby Asphalt plant underwent several major upgrades in 2019. The main components of the plant were replaced with all new equipment, the drag slat was rebuilt, and a third silo and second scale were added. In addition, a new office building is planned for the site in 2020. The upgrades hope to improve efficiency, improve quality, and support the growing demand for asphalt products.

The plant was showing signs it was time to be replaced and needed maintenance to ensure maximum output for the coming season. It had produced approximately 3 million tons of asphalt since the last major rebuild in 2009. Crews started the process by pouring a new concrete pad prior to the arrival of the new equipment. The concrete is easier to keep clean and provides a cleaner work environment for the personnel. When spring came, the heart of the plant was replaced, including the drums, cyclone, baghouse, and control shack. The new control shack is positioned at a greater elevation than the old shack providing an improved line of site for most of the plant.

Next, the drag slat that feeds the silos was completely rebuilt and a third silo and second scale were added. The third silo

enables the production of several different mix types in a single day. The addition of a second scale will increase efficiency of the operations allowing the scale operator to weigh millings when the first scale is being used to load asphalt. Lastly, the entire plant was painted. The South asphalt plant in south Kansas City, Missouri also had a fresh coat of paint applied in 2019.

In addition to these upgrades, this winter crews broke ground on a new office building to replace the office trailer and Quality Control lab trailer at Mosby. They will be combined into a single space that will be better suited for the work performed and improve the aesthetics of the plant view to the public. The completion of the new building is targeted for May 2020.



Letter from the President



Ingram's "Kansas City's Business Magazine", is known for highlighting the top professionals and companies in the Kansas City area each year. In May 2019, *Ideker was recognized as one of the best mid-sized companies to work for!* The company was acknowledged for various employee offerings including excellent health benefits, profit-sharing plans, as well as a teamwork focused and "open door" environment fostered by leadership. Thank you to all our employees who make Ideker a great place to work!

Kevin's Keys to Quality Asphalt

By Kevin Hardee

Here at Ideker, quality asphalt is our latest success story. In order to produce quality asphalt, it takes good quality raw materials, and good people with great teamwork and communication.

Like any success story, asphalt is no different, it all starts at the beginning. At our asphalt plants, that takes place on the "back 40", in our aggregate stockpiles. But you can't trust any old rock supplier, just ask asphalt manager Jack Neel, he will be quick to remind you, "they'll tell you one thing and give you another, you better watch 'em". Heeding his words of advice, that's exactly what we do. Checking aggregate gradation is the truth, gradations never lie, even if the plant operator does, but that would never happen...right? Consistent aggregate gradations free of deleterious material allow us to produce consistent asphalt with high performance.

That brings us to our next ingredient, Recycled Asphalt Pavement, RAP. A cousin to virgin rock from a quarry with a valuable twist, it comes coated with asphalt cement. Very important to our economic success yet presenting some interesting challenges, RAP consistency is one of the top priorities at our plants. Sustainability as a company depends on increasing percentages of recycled materials in our asphalt mixtures. Because RAP comes from roads that our crews mill up, this material must be stockpiled separately and processed through a screening unit to ensure our end product is high quality and well controlled.

Enough talk about piles of rock, how about the people that mix the rock and asphalt. The first person to affect quality during production is our loader operators. From pushing up piles, managing moisture by following best practices, fractionating and stockpiling RAP, and keeping a watchful eye on the products we receive and store; these men fulfill an important role for quality and production keeping our bins full of quality and consistent ingredients. A full bin is a great thing for production but is useless for quality without calibration.

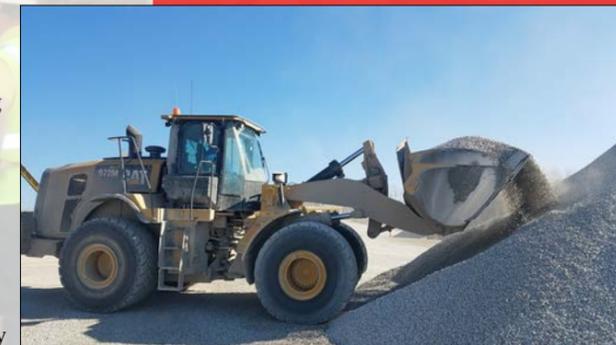
"Oh boy" that brings us to the plant operators, our "closet" quality control personnel. They'll never admit to being lab rats because honestly,



they're not that good looking, but every decision they make in the control room has an impact on quality, starting with calibrated bins and weigh belts. The list of variables that affect quality in the hands of our operators is a very long list. I would be remiss if I didn't mention the one that has caused my hair to thicken on both sides of head (not so much the top), If you've ever been around the black stuff at Ideker, you'll know where I'm going with this one. The minus 200 material (fine dust particles); if you can't control this, your days as plant operator will be comparable to my vertical stature (you're welcome Bruce).

How about our ground guys, keeping the equipment well maintained and tuned up eliminates fluctuations and variability in our process. Keeping the site tidy helps spotting potential problems a lot easier for themselves, operators, and QC personnel.

The last shout out goes to our Quality Control Personnel; They are the first and last to affect and quantify our asphalt quality. These guys are blessed with a multitude of tasks from developing the recipes to quantifying and communicating the quality of our raw materials and final in-place products. They also investigate reasons for variability and make recommendations to those involved in producing our products.



Producing asphalt is not a one-person job; having a team that can effectively communicate with one another is key to our success. Sharing ideas, observations, and results helps us to implement change when necessary, catch problems before they happen, and produce quality asphalt at a good value for our customers.

AWARDS & RECOGNITION

Congratulations to Steven Sellers for the MVP and Tom Etherton for the Heart of a Champion Award!

ACPA National Excellence in Paving

Gold award - KCI Airport Taxiway Bravo (Phase2)

Missouri Asphalt Paving Association

1st Place Longevity, Route AC, Buchanan County

1st Place Airport Paving - Terminal B Road, KCI Airport

1st Place Primary Route (Less than 50,000 tons) I-435 and Route D, Platte County

2nd Place Longevity, Wheeler Downtown Airport, Kansas City

2nd Place Municipal Paving, Kansas City Major Streets, City of Kansas City

MO KAN Concrete Paving Association

Taxiway Foxtrot Rehab at KCI Airport for **Commercial Service & Military Airports category**

RW 18-36 Reconstruction at Jesse Vietel Memorial Airport for the **Reliever & General Aviation Airports category**

Asphalt crews surpass expectations

Several asphalt projects in 2019 exceeded the estimated completion time. Repaving of Terminal B at KCI airport consisted of 12 phases that were expected to span over 60 days. The Ideker team came up with a new plan and were able to complete the patching, milling and paving in just one weekend.

In a similar situation, multiple crews worked day and night to finish the 5.2 mile mill and overlay project on I-435 between I-29 south to west of Cookingham. In just 15 days, the team milled the existing roadway and then paved over 37,000 tons of asphalt!

On another challenging project, crews worked to resurface city streets north of the river including Barry Road, Briarcliff Parkway, NE Parvin Road and Flintlock Road. The project required milling the existing pavement 4 inch deep and replacing with asphalt pavement. Milling and paving around manholes and utilities 4 inches deep was a difficult task along with the 12 signal intersections and 46 side street entrances to pave along Barry Road. In some areas, they had strict restrictions to work only between 9am and 3pm Monday -Friday. The crew worked hard to complete the project on time. Hats off to the asphalt crews for a job well done!



Briarcliff Parkway in North Kansas City



I-435 south of I-29 in Platte County



Terminal B at KCI Airport

Ideker Farms and the Missouri River Flood Case



Flooding at Ideker Farms in April 2019

The Phase II trial previously scheduled for Fall 2019 to determine the damages awarded to the flood victims was delayed. It is believed to have been held up in order for the Judge to review an appellate court ruling in a similar case. Phase II of the trial is now scheduled for June 2020 in Kansas City.

Ideker Farms is undergoing planning to repair the levees and farmland damaged by flooding this past year. Flood water present since March 2019 finally receded in January 2020. Hopefully a dry Spring will allow for the construction of the breached levees and planting of crops.



Four Ideker employees retire

Employees and family came together to celebrate the retirement of four long-time Ideker employees. Sam Bennett, Tom Walz, Donnie Bailey, and Jerry Holsten all retired after the 2019 construction season. Sam Bennett started with Ideker as a laborer in 1991 and retired as a project foreman/operator. Tom Walz worked for Ideker for 20 years in various positions from operating equipment to running the concrete plant. Donny Bailey started with Ideker in 2009 and retired as an Operator. Jerry Holsten, Base Foreman, is retiring from the construction business after 10 years with Ideker. Jerry has plans to get into the real estate business fixing up houses to rent and sell. Look for his properties on VRBO! Thank you all for your dedication and service to Ideker!

Two-year KCI taxiway project completed early

Ideker able to adjust KCI Phasing Plans and complete major project in half the time

When Ideker was awarded a \$19 Million project to reconstruct Taxiway Foxtrot at KCI, they planned to complete the work over two construction seasons per the requirements of the bid design. Given the construction sequencing, this timeframe seemed to be the best way to reduce the downtime of the runway intersections. Once the work scheduling started, it became apparent there were alternative phasing options that would help expedite the construction of the Taxilanes.

Ideker then decided to create a revised phasing plan and submit it to the KCI project owners for approval. It is uncommon for contractors to revise plans but Ideker management believed that all parties involved would benefit from the proposed changes. The revised plan included working on multiple phases concurrently as well as a Value Engineering (VE) proposal that would reduce costs on the project by modifying the design. The VE proposed to eliminate some unnecessary work in the intersection of the crosswind



Project History at KCI Airport

- 2015 - Rehab of KCI Runway 1-R 19L (Phase 1)
- 2016 - Rehab of KCI Runway 1-R 19L (Phase 2)
- 2017 - Rehab of KCI Taxiway Bravo (Phase 1)
- 2018 - Rehab of KCI Taxiway Bravo (Phase 2)
- 2019 - Rehab of KCI Taxiway Foxtrot



runway that divided the project in half. The revised plan essentially combined four phases into two large phases and reduced the overall construction impact to KCI by roughly nine months. Ideker crews would have to work some overtime including long days and weekends in order to minimize the impact to the runway intersection.

Ideker presented the recommended changes to the Kansas City Aviation Department, Operations and the FAA and they were accepted. With all parties aligned on the revised plan, Ideker began construction in February 2019 and completed in December 2019. The project resulted in the complete removal and replacement of 160,000 square yards of 17" Portland Cement Concrete Pavement.

This is the fifth year crews have been working at the KCI airport on major runway and taxiway rehabs. One project for 2020 has been secured, with plans to continue to bid for work at KCI as opportunities become available.



Base crew sets the stage for a smooth ride

Dennert to replace Holsten as new Base Crew Foreman

A properly built base layer is an essential part of the concrete paving process. Without a stable, uniform subgrade, the concrete pavement quality would suffer, especially the smoothness. Any variations in density or consistency could be a detriment to the layer above it. Base Foreman Jerry Holsten and his crew know the importance of these rules and work hard to ensure concrete projects are done right and on time.

The small but mighty base crew consists of just six members. The base crew members are Jerry Holsten (Base Foreman) Joey Burbank, Daniel Dennert, Rick Lawson (Lead), Austin Dawkins (Grade Checker), Chad Johnson (Operator), Kody Johnson (Truck Driver). Each one is cross trained on the various functions and often switch up responsibilities to balance the heavy workload. This past construction season the crew placed approximately 240,000 square yards of base which equated to 35 lane miles. "We have smart and hardworking guys on this crew. While the equipment and resources are necessary, it takes the right people in the right places to deliver the work," Holsten said.

The crew has many responsibilities in preparing the subgrade and base layers. Preparation of the subgrade usually starts with clearing all debris and other materials from the site. Moisture is added to the soil and then tested to ensure maximum density. The Base team also ensures proper grading and drainage. If necessary, lime or cement are added to the soil to stabilize conditions.



The Base Crew

Left to right - Kody Johnson, Jerry Holsten, Chad (Wormy) Johnson, Joey Burbank, Rick Lawson, Austin Dawkins, and Daniel Dennert

The base layer is then added on top of the subgrade. This layer usual consists of crushed stone, gravel, and/or coarse sand. Layers are then added and compacted until the road reaches the height called for in the design specifications. Most of the subgrade requirements on thickness on all airfields is +/- ¼ of an inch which is an extremely difficult task. In addition, they have to achieve 100% compaction when compared to laboratory density. The density is much easier to achieve in a lab when you are not fighting field



Crew members lay a geogrid fabric over the subgrade before adding the base layer to the Johnson County Airport runway. The geogrid fabric was a requirement in the design.



conditions. When you must obtain 100% of what the lab can do, it becomes very difficult. "Making sure we have the right density and moisture content is one of our biggest challenges," Holsten said. When required, the base crew sets the forms or baskets that help further stabilize the concrete. Shortly after the new base is placed, they trim the excess material down to the final grade.

Concrete Paving Superintendent Brandon Kendall depends on the team in order to produce a superior final product. "Jerry runs a small but efficient crew. His team does much more than install and trim base. They help with all aspects of building a project including installing under-drain, placing steel and baskets. They always stay one step ahead and ensure they're prepared with materials and inventories needed."

Holsten is retiring after 10 years of service. Daniel Dennert has been training alongside Jerry and will be stepping into the position. "I am proud and honored to say I've worked with Jerry for 10 years now and he's been a major part of our production and success! We are happy for him to start his

like eye vision," Kendall says. "He can also do some very cool engineering with a pen and paper (versus computer) and he always seems to be thinking five steps ahead!" added Dennert.

Ideker appreciates the hard work and contributions from Jerry and all the base crew members. They consistently provide a stable subgrade and base layer to set the perfect stage for a smooth, quality product on time and on budget.



Employee Profiles



David Wilkins

Position: Asphalt Plant Manager
Years with Ideker: 1 year
City of Residence: Overland Park, KS
Spouse's Name: Angela
Kid's names & ages: Luke (8), Adalynn (5) and Madison (2)
Motto: I can't say I have a motto, but I believe in "plan your work and work your plan"
Favorite movie: Forrest Gump
Favorite band: No favorite, I enjoy a variety of music
Hobbies/Interests: fishing
Work experience/background: I worked at APAC in Springfield, MO for 15 years. The first part of my career was spend as an estimator/project manager, then I transitioned into managing their asphalt plants and liquid asphalt terminal.
Accomplishment I am most proud of: my family!



Adam Harman

Position: Quarry Mechanic
Years with Ideker: 18 months
City of Residence: Lawson, MO
Girlfriend: Shelby
Dogs: 1 Great Dane (Cruella), one Great Dane boxer mix (Thor), miniature Australian Shepard (Samson) and a little Yorkie (Ralph) we took in as a rescue
Favorite movie: Netflix series Ozark
Favorite band: No favorite, I enjoy a variety of genres
Hobbies/Interests: Hanging our with our dogs, diesel truck pulling, and working in my shop.
Work experience/background: Associates degree in Heavy Equipment Technology, 17 years with Foley Equipment



John Aranda

Position: Asphalt Quality Control
Years with Ideker: 18 months
City of Residence: Kansas City, MO (Downtown)
Girlfriend: Anna
Cats: 2 cats, Margot and Luigi
Motto: I'm here in this life to have a good time
Favorite movie: Mega Mind
Favorite band: Cold Play & Tenaicious D
Hobbies/Interests: Disc Golf, Excellent Scotch, Golf, Football, video games
Work experience/background: Four years of college at Mizzou with degree in Civil Engineering, 5 years at Papa Johns.
Something people may not know about me: I can land a stand backflip. I play in disc golf tournaments. I go on many backpack trips, longest being 121 miles for 7 days.