

## Asphalt Recycling & Reclaiming Association

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### **ARRA ANNOUNCES 2008 AWARD WINNERS**

Each year, since 1985, ARRA has presented special recognition awards to deserving public officials and consulting engineers for their overall professional contribution to and recognition and promotion of the asphalt recycling & reclaiming industry. During its 32<sup>nd</sup> Annual Meeting, in San Jose del Cabo, Mexico, in February, the Asphalt Recycling & Reclaiming Association (ARRA) announced the recipients of its 2008 awards:

#### **John A. Miller Award for Excellence in Cold Planing**

**Bruce Kolwicz**, Director of Public Works, City of Milford, Connecticut.

**Nominated** by Bill Corr, Garrity Asphalt Reclaiming, Inc.

1996 was the first year Bruce started cold planing in the city of Milford, CT. As one of the oldest municipalities in the state (1639), he had reached a point where simply overlaying our roads with asphalt would no longer be the solution. He needed to improve drainage flow and re-establish curb reveal. The first year was difficult, where he literally learned on the job, doing five plus miles and never looking back. Each year since then, Bruce has done more and more miles of road and have benefited from the excellent surface created by cold planing. Another benefit of the recycled material was the ability to reheat the millings and use them as hot patch so that there was no longer a need to purchase cold patch material in the winter months. Bruce's municipality spends upwards of 1 million dollars a year in paving, a large part of that has been set aside for cold planing, which in Bruce's opinion makes a complete job. In

1989 Bruce was assistant to Mayor Lisman and in 1993 moved on to Director of Public Works, city of Milford. Bruce is currently the president of CASHO, the director of the Solid Waste Advisory Board and the Southwest Regional Recycling Board and a past member of CT Interlock Risk Management Advisory Board. Bruce is the recipient of Milford Chamber of Commerce – Public Sector Award. Bruce has been married to his wife Marilyn for 30 years and has two children, daughter Whitney and son Ross.

**Charles R. Valentine Award for Excellence in Cold Recycling**

**Tom Kazmierowski, P.E.** Materials Engineering & Research Office, Ministry of Transportation, Ontario, Canada  
**Nominated** by Jeremy Jinks, Hardrock Group; David Snow, Roto-Mill Services; and Trevor Moore, Miller Paving

Kazmierowski is Manager of the office responsible for pavement and foundation design, pavement evaluation and pavement management within the Ministry of Transportation of Ontario. Currently, he is acting in the position of the former Senior Manager of the Materials Engineering and Research Office. He received an Honours degree in Civil/Geotechnical Engineering from the University of Toronto in 1976. He is a nationally recognized contributor in the field of both rigid and flexible pavement design, rehabilitation and management. Tom has over 30 years of experience in pavement/geotechnical/materials investigation, evaluation, design, construction, and rehabilitation. He has guest lectured at various universities and has authored/ coauthored in excess of 100 technical papers for national and international forums. His recent MTO technical and leadership achievements include: Aggressively supported MTO sustainability initiatives as demonstrated by recent receipt of National Green Procurement Award recognizing MTO's insitu recycling initiatives; Instrumental in the development and application of numerous innovative flexible design/rehabilitation/ preservation concepts and technologies including FDR with expanded asphalt, CIR and CIR with expanded asphalt, HIR, microsurfacing, "fast track" repair techniques, high performance drainage systems, pavement reinforcement, etc.; Successfully managed 3 comprehensive Life Cycle Costing Studies with industry partners and incorporated models into innovative Alternate Bid Pavement contracts which have saved the ministry a total of +\$26 M in contract bid costs over a 5 year period; Chair of the steering committee overseeing the successful completion of the new TAC "Pavement Design and Management Guide", a 390-page compendium of Canadian pavement design and management practices; Project director for the ministry's \$500K 2<sup>nd</sup> Generation Pavement Management System Project. As Office Manager, he oversees a team of highly specialized engineers and technicians providing services in pavement and foundation design, pavement management, and pavement evaluation who utilize sophisticated pavement testing equipment including the ARAN and Brake Force Trailer. He is Section Chair of Pavement Management (AFD00) for the Transportation Research Board (TRB), past Chair of the Pavement Management Systems Committee (AFD10) as well as a working member of the TRB Committees on Pavement Maintenance (AHD20), Pavement Rehabilitation (AFD70), and the Task Force on Roadway Pavement Preservation (AFO20T). In addition, he is chair of the Ontario Provincial Standards Specialty Committee on Pavements; past chair of the Pavements Standing Committee for the Transportation Association of Canada (TAC); past-chair of the Pavement Management Guide Subcommittee of TAC; and Steering Committee member for the 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, and 7<sup>th</sup> International Conferences on Managing Pavements (ICMP). Currently he is also a member of FHWA's CPTP Task 65 Engineering ETG and AASHTO's Technology Implementation Group. Recently, Kazmierowski was Co-chair for the 6<sup>th</sup> ICMP held in Brisbane, Australia, as well as an Expert Task Group member on NCHRP Project 20-5 on Automated Distress Data Collection. He is a member of the International Society of Asphalt Pavements, the International Society of Concrete Pavements, Canadian

Technical Asphalt Association, and is accredited with the Association of Professional Engineers of Ontario.

Kazmierowski is a two-time recipient of the Transportation Association of Canada prestigious Gilchrist Medal for best technical paper at the 1990 and 1995 TAC Annual Conferences. He is also a recipient of the CTAA "Editor's Award" for Best Written Paper at the 1995 Conference and in August 2001 received the Best Paper award at the 5<sup>th</sup> Int'l Conference on Managing Pavements, Seattle.

**Award for Excellence in Soil Stabilization**

**Tim Antley**, Construction Services Manager, Dennis Corporation  
**Nominated** by John Harvey Edwards, Site-Prep Inc., of North Carolina

In early 2006, Fairfield County, South Carolina was looking for a low-cost, easy to maintain product to pave dirt roadways throughout the County in order to provide better roadways for the citizens of the County. The dirt roadways were often impassible during rainstorms, were narrow and unsafe, and were affecting the quality of life for its citizens. After deciding to implement a road improvement program, Fairfield County Public Works, County Administration and the County Transportation Committee, selected Dennis Corporation as their on call county engineering firm. Serving as Project Manager, Tim Antley of Dennis Corporation implemented an innovative process for paving the existing dirt roads.

This process switched from a conventional pavement design, consisting of an aggregate base course and hot mix asphalt surface course, to a more innovative and economical pavement section. Due to the rapid cost escalation of liquid asphalt, which is now approaching \$450/ton in South Carolina, Mr. Antley specified a soil stabilization process in which the existing dirt/gravel road is mixed with a high speed reclaimer that adds cement and water. The result is a superior base course, six inches in depth, which was surfaced with a bituminous triple treatment. The lower cost paving process allowed the County to pave more roadways, benefiting additional citizens. This method allowed the County to improve the quality of life for our citizens while saving taxpayers \$3 million. The 2006-2007 Road Improvement Program provided Fairfield County citizens with an improved quality of life and an aesthetically pleasing roadway while also saving valuable tax dollars and eliminating health and safety concerns created by the dusty dirt roadways. The project also had limited impact on their environment by using a process which was environmentally friendly due to conservation of natural resources and limited emissions.

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