



Manistee County leverages stimulus funds for Hot In-Place preservation project

Michigan Department of Revenue channels American Recovery and Reinvestment Act stimulus money through Small Urban Program to finance road projects

By Greg Udelhofen, editor

Stronach Road, part of which is under the jurisdiction of the City of Manistee, MI and part of which is under Manistee County's jurisdiction, received a much-needed maintenance facelift this year by qualifying as an MDOT ARRA stimulus project. Through the Small Urban Program, which provides federal

Surface Transportation Program (STP) funding for road and capital improvement projects to areas with a population of 5,000 to 49,999, both the city and county qualified for \$190,000 to rejuvenate an approximate 5-mile stretch of the two-lane asphalt road.

According to Jeff Mikula, project manager for Abonmarche, the

engineering firm hired to plan and oversee the project, a portion of the road is a rural truck route serving an industrial area on the outskirts of Manistee.

"The City of Manistee recently concluded an asset management analysis of its streets and part of the process involved exploring new techniques for repairing, upgrading

USES LESS FUEL, SO IT BURNS UP LESS

PROFIT



HY SERIES • HYT SERIES • MKVO SERIES • ELECTRIC TANKS • SA ELECTRIC SERIES HEATERS • PI ELECTRIC SERIES HEATERS

No other system **saves** you more. **Hy-Way** heaters deliver the highest fuel efficiency, power, and reliability, and run on almost anything from Natural Gas to No. 2 fuel. With over five decades of unrivaled experience in efficient **heat** transfer, General Combustion will help you pocket more. A lot more.



Gencor Approved
Certified Green Product 2008

5201 N. Orange Blossom Trail • Orlando, FL 32810 • 407.290.6000 • www.generalcombustion.com

WRITE IN 96 ON INQUIRY CARD

and preserving its road network," Mikula says.

"Earlier this year the city decided to try a Hot In-Place with an ultra-thin hot mix asphalt (HMA) overlay on a 3.25-mile section of roadway," he continues. "They were happy

with the results and the fact that they could preserve two to three times as much road system with the technique as compared to a mill and fill approach.

"So they decided to use the same preservation approach for the Stro-

sections of Stronach provided an economy of scales that improved the project's stimulus qualification chances. The original road structure consisted of full-depth asphalt with several layers of chipseal covering the surface.



Gallagher Asphalt, Thornton, IL, performed the Hot-In Place work required to rejuvenate the aged surface layer prior to overlay placement.

nach project," he says. "At the same time, the county's road commission expressed interest in the technique of rejuvenating the existing road surface and then capping it with a thin HMA overlay."

As a result, packaging the two

"Because it does receive some heavy use from trucks traveling to and from the industries located along the road, the surface was starting to show some deterioration, but the base is in really good shape," notes Mikula. "Based on the city's previous experience with Hot In-Place covered by a thin overlay, we determined that this would be an appropriate solution for upgrading and preserving this particular road."



Warm Mix for Batch Plants

AQUABlack® is the only WMA system designed to meet the unique needs of batch plants...

Benefits:

- No smoke – no odor
- Lower fuel costs
- Reduce labor costs
- Improve safety
- Reduce emissions
- Retrofit ANY plant
- Installs easily
- Easy to operate
- Run more RAP

Unlike all other WMA batching systems, no additional pumps, weight batchers or other auxiliary equipment are required.

Weigh batcher capacity is not an issue because the water is injected after the A/C has been weighed for each batch. The water is injected in the delivery line between the A/C weigh batcher and the mixer.

The system only requires 6" of space to insert the foaming gun that is designed to work on a gravity or pump assisted A/C discharge. The gun is hot oil heated and full ported, so as not to interrupt the flow from the weight batcher.

The controls are one button operation - turn it on and forget it. A weigh signal from the scale integrator is sent to the touch screen control panel which automatically adjusts the pumping rate for the desired amount of water. An electronic flow rate compensator adjusts for the varying flow rates of different A/C grades. The water meter measures the amount of water injected per batch and displays the amount added on a per batch basis. An alarm warns the operator if the amount of water injected is out of present tolerance. Both pressure and flow rate are displayed on the control panel for monitoring of the system.

As with the continuous flow AQUABlack® system, the pumping unit is mounted in a weather tight enclosure, heated for cold weather operation, and an air purge circuit is included to automatically purge the water lines at shut down to prevent freezing.



MAXAM Equipment, Inc.

1575 Universal Ave., Kansas City, MO 64120

800•858•6070

www.maxamequipment.com

WRITE IN 97 ON INQUIRY CARD

As for additional requirements because of ARRA funding, Mikula says the project had to follow the same requirements as any other federally-funded project.

"We had to perform some wedge work to correct the crown and slope of the road, as well as wedge work to widen a portion of the road where the shoulders dropped off, but that was basically it," he explains.

Project details

Rieth-Riley out of Traverse City, MI served as primary contractor on

the project, performing all wedge work and placement of the ultra-thin HMA overlay. Gallagher Asphalt, Thornton, IL, performed the Hot-In Place work required to rejuvenate the aged surface layer prior to overlay placement.

"On that particular project we processed approximately 70,000 square yards of Hot In-Place recycling," says Pat Faster, who heads up Gallagher's Hot In-Place recycling division. "We heated and treated to a depth of 1 3/4 inches to correct any surface deformations prior to Rieth-

Riley placing the ultra-thin overlay. This project completes the roughly half million square yards of Hot In-Place recycling we performed in Michigan this year."

After Gallagher finished its preservation work, Rieth-Riley placed 1,300 tons of wedge mix to build up the shoulders on a portion of the project, and then applied a tack coat before placing 4,000 to 5,000 tons of a low (traffic) volume Superpave ultra-thin mix.

"The project specification called for 82 pounds of the ultra-thin mix



After Gallagher finished its preservation work, Rieth-Riley, Traverse City, MI, placed 4,000 to 5,000 tons of a low (traffic) volume Superpave ultra thin mix.



Cool, Comfort, Control

Tarmac International, Inc. has expanded its line of control centers to offer stationary, portable and small equipment units. Standard features on all models include:

- All-steel tube construction with R-11 insulation for walls, ceilings and floor
- Sub floor/ceiling decked with AdvanTech® decking, a moisture resistant product
- Laminated FRP panels on the starter and control room walls will not discolor
- Coin-grip rubber floors allow for a non-slip surface that is easy to clean
- Heated & Air Conditioned
- Tinted, laminated glass windows are slanted to reduce glare and reflect heat for a cool and comfortable work environment
- Both steel and EPDM rubber roof material is available
- Electrical J boxes for 'plug-in' type power wires can be mounted on rear or center
- Controls and starter packages are also available for every plant need

Llama Hoy Para Información en Español
Phone: (816) 220-0700 • info@tarmacinc.com
www.TarmacInc.com

WRITE IN 98 ON INQUIRY CARD

TARMAC 
INTERNATIONAL, INC.



The ultra thin mix specified (right lane) for the project is a commercial ADT (average daily traffic) design requiring a PG 64-28 polymer modified binder. The left lane illustrates how the Hot In-Place process rejuvenates an aged pavement.

per square yard of surface in order to achieve the 3/4-inch mat thickness requirement," explains Jeff Saylor, Rieth-Riley project manager. "We did a couple of these ultra-thin projects last year and they really turned out well. The mix consists of finer aggregate and it really compacts smooth and tight."

The 3/4-inch overlay is designed with low aggregate count — 100% of material has to pass through a 1/2-inch sieve.

According to Jim Johnson, project engineer, the ultra thin mix specified for the project is a commercial ADT (average daily traffic) design requiring a PG 64-28 polymer modified binder. The MDOT commercial ADT mix is designed for average daily

traffic counts of up to 3,400 commercial vehicles.

"It's a surface rating and not a subbase requirement," Johnson notes. "Three years ago MDOT used the same ultra-thin mix on a county road used as a detour and they liked how well it held up. So that's what was specified for this project."

Without the stimulus funds, it's unlikely Stronach Road would have been completed this year.

"The road commission did complete a similar Hot In-Place/ultra-thin overlay project on a 3 1/4-mile road earlier this summer and had identified Stronach Road as an ideal candidate for the process, but the funding was just not there," Mikula says. "The total project was esti-

mated to cost \$482,000 and without the \$190,000 stimulus funds received, there's no way we could have moved forward with the work this year."

Of ARRA's \$27.5 billion allocated for road and bridge projects, MDOT expected to qualify for \$850 million. Through the Small Urban Program, MDOT determined that approximately \$12.9 million would be available to fund small projects similar to the Manistee road preservation completed this fall.

According to all the parties involved in the preservation project, there was some additional documentation required for the stimulus funding, but the funds received proved to be very beneficial in turning the project into a reality. ■

WIN THE BID, MAXIMIZE YOUR PROFIT.



Everything hits that bottom line. The way you bid, the equipment you put on the job, your crew's ability to make on-the-fly adjustments—everything about paving comes with a risk, or a reward. We can help you manage both.

As the leading supplier to the industry, Caterpillar is the only company to bring together the products, crew training, job consulting and on-site support needed to improve your profitability. So you can bid with confidence, pave with efficiency and deliver on those non-negotiable performance specs.

Caterpillar is committed to your success. So is your Cat® dealer. They are always there with financing, maintenance programs, parts and services needed to keep your equipment and crew on deadline. Or maybe ahead of it.

Learn more about Cat paving products and our commitment to your success at <http://countoncat.com>

SAFELY HOME. EVERYONE. EVERYDAY. SAFETY.CAT.COM™



Caterpillar offers a full line of paving solutions, including the AP655D Asphalt Paver and the CB32 Utility Compactor.

© Caterpillar 2008 All rights reserved.
CAT, CATERPILLAR, their respective logos, "Caterpillar Yellow" and the POWER EDGE trade dress, as well as corporate and product identity used herein, are trademarks of Caterpillar and may not be used without permission.

CATERPILLAR®
TODAY'S WORK. TOMORROW'S WORLD.™

WRITE IN 99 ON INQUIRY CARD



“Often when you purchase equipment, you end up feeling like just another sale in the manufacturer’s accounting books. Not so with ADM. With ADM we are more than just a number. They know us personally and are always available to answer our questions.”

Dave Lash, Lash Excavating



**WE DON'T JUST SELL YOU A PLANT.
WE HELP YOU BUILD IT.**

If you're looking for more service than a friendly wave goodbye, call ADM at 260-637-5729.

WRITE IN 100 ON INQUIRY CARD

ADM
Asphalt Drum Mixers, Inc.

admasphaltplants.com