



Gallagher Asphalt was awarded a contract to resurface Goddard Road. The work began Monday with the hot-in-place recycling system. It is the first time the city has used this type of road resurfacing. The project includes grinding the top 2 inches of the asphalt and reusing it, saving the city money, and getting the work done more quickly, said James Boardman, the city's Department of Public Works' executive director.

Road recycling saves city money

BY ANNE SULLIVAN
THE NEWS-HERALD

TAYLOR — Traffic slowed on Goddard Road Monday as road work began.

But traffic tie-ups won't be as extensive as normally expected for a road construction project.

That's because Goddard Road is getting a new look in a new way — and the city is saving millions of dollars in the process.

The city is resurfacing the road, between Inkster and Allen roads, and Gallagher Asphalt of Chicago has been hired to resurface using a hot-in-place recycling system.

"It is recycling the old road," said James Boardman, the city's Department of Public Works executive director.

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of the old road, reusing it and rolling it back on the road.

"It will be like having a new base on the road," Boardman said.

The road can be driven on for about a month after this process is finished, before a new layer of asphalt is laid, he said.

The first part of the job, the grinding of the existing road, is expected to take about three weeks, Boardman said. Al's Asphalt Paving Co. of Taylor has the contract to lay the 2 inches of new asphalt.

Al's Asphalt will begin work in about a week, after enough of the first process is completed

so the company won't have to stop working once it starts, Boardman said.

As with any other asphalt application, vehicles will have to stay off the road after the second phase is completed while it hardens.

The city also plans to resurface Pardee, from Superior to Ecorse roads, using the same system.

If the road resurfacing had been done the traditional way, it would have cost about \$8 million. This project will cost a little more than \$3 million, Boardman said.

"This is a test road," he said. "We'll be able to find out in eight or nine years if it holds up."

He is confident it will.

"We investigated how different states do (road repairs)," Boardman said. "It works for Chicago and their weather is like ours, with the ice, cold and the freeze-and-thaw cycles."

The city is financing the project for 10 years and Boardman said he's confident residents will get at least that long

out of the new road. Though, he's hoping for 15 years.

"We're looking for ways to make the money stretch," Boardman said.

The goal was to get the roads repaired in a way that holds up and is economical, he said.

The hot-in-place recycling system is economical and environmentally friendly because the old road is being reused, Boardman said.

The city considered traditional resurfacing, but it was too costly.

Officials looked at cold-in-place recycling, but couldn't do that on Goddard because there is concrete under the asphalt.

To use concrete would have cost more than \$10 million and "that was out of the question," Boardman said.

So the city opted for the hot-in-place system.

Next year, officials will consider using the same system for repairing local asphalt roads.

They also are looking to do something similar with the concrete roads.