April, 2017
NEWSLETTER

ST. LOUIS BRANCH OFFICERS
Bryson Baker, Chair
City of Sunset Hills (314) 849-3400

April Giesmann, Chair Elect
Horner Shifrin (636) 329-9296

Steve Meyer, Secretary
City of Des Peres (314) 835-6130

Chris Limmerman, Treasurer
EPK Moen (314) 394-3152

Len Madalon, Past-Chair
EDM, Inc. (314) 335-6945

Vacant, Street Superintendent Program

Jay Rakers, Membership

Jim Eckrich, Education

Wes Theissens, Golf Outing
Ben Niessen, Golf Outing

Glenn Smith, Inspectors Course
Vijay Bhasin, Inspectors Course

Kristyn Newberg, Activities Committee

John Keever, Community Outreach

Jacque Lumsden, Young Professional Committee


St. Louis Branch APWA Luncheon
Thursday, April 27, 2017
Social Networking starting 11:30 a.m.
Meeting and Lunch Noon
Cost is $20 for members and $25 for non-members

Orlando’s
2050 Dorsett Village Drive
Maryland Heights, MO 63043
Brian Roth-Roffy
MoDOT

“Route 141 at I-44 Improvement Design-Build Project”

Superintendent’s Roundtable at 10:30 a.m.
(prior to luncheon)

We are now accepting payments in advance. Online pre-payment is highly encouraged, and will result in express check-in. You may pay by credit card by selecting the PayPal option and clicking on the PayPal logo. You are then given the option to pay with a PayPal account or a credit card. Payment at the door by cash, check or credit card is still an option and can be selected when submitting a reservation.

RSVP by Friday, April 21, 2017 by 4 p.m.

Click here to RSVP

2017 CALENDAR OF EVENTS

May 18, 2017 Branch Lunch Meeting-BBQ(TBD)

May 24-26, 2017 MidAmX, Overland Park, KS

June 5, 2017 Ken Yost Memorial Golf Tournament
Paradise Valley Golf Club

June 22, 2017 Branch Lunch Meeting-Orlando’s
St. Louis Branch Awards
Vince Tallo Awards

July 20, 2017 Branch Lunch Meeting-Engineer’s Club of St.
Louis, Joint Meeting with SAME

August 24, 2017 Branch Lunch Meeting-Orlando’s
Joint Meeting with IRWA

August 27-30, 2017 PWX—Orlando Convention Center

September 20, 2017(Wednesday) Branch Lunch Meeting-Orlando’s
Joint Meeting with APA

October 26, 2017 Branch Lunch Meeting-Orlando’s

October 29-31, 2017 Missouri Chapter Fall Conference, Columbia, MO

December 7, 2017 Branch Holiday Lunch Meeting, Hollywood Casino
Hot-in-Place Recycling Taking Root in St. Louis Metro

By Justin Gonzalez

Hot-in-Place Recycling (HIR) has been gaining traction with counties and a multitude of notable municipalities throughout the St. Louis Metro area. Agencies have been hearing about how they can 100% recycle their existing pavements without having to mill before overlaying their pavements.

Transportation decision-makers have realized they can do this for about 20% less cost than the conventional mill and overlay approach. In fact, both the City of St. Louis and St. Louis County have used the process with much success. Pat Faster, Vice President of ARRA (Asphalt Reclaiming & Recycling Association) says, “public works officials realize they need to think differently about how they resurface their roads due to cramped budgets and increased construction costs.”

Per the FHWA Pavement Recycling Guidelines, “The primary purpose of HIR is to correct surface distresses not caused by structural inadequacy, such as raveling, cracks, ruts and holes, and shoves and bumps. The advantages of HIR are that elevations and overhead clearances are preserved, it is comparatively economical, and needs less traffic control than the other rehabilitation techniques.”

Essentially, Heater Scarification (a type of HIR) involves 2 pieces of equipment – a pre-heater and a heater/scarifier. Combined, the two units are less than 120 feet in length. The first unit pre-heats the existing asphalt pavement to about 200 degrees. Immediately following, the heater/scarifier continues to heat the pavement to about 320 degrees while scarifying to a depth of typically 1.5 inches. After scarified, the pavement then is sprayed with a rejuvenating oil to bring back the plasticity of the mix. Once the oil has been augmented and remixed in-place, it then passes through a conventional paving screed at the back end of the equipment to maintain specified slope and grade.
HOT-PLACE RECYCLING TAKING ROOT IN ST. LOUIS METRO CONT.

By Justin Gonzalez

Heater Scarification with a surface treatment or a hotmix overlay is not only cost-efficient, it’s an environmentally responsible alternative that will deliver comparable pavement longevity to mill and overlay. By using HIR, public works departments can reduce their carbon footprint substantially when compared to the standard paving approach of mill and overlay. A comparative analysis by global engineering firm, Conestoga-Rovers, found that HIR (Heater Scarification) with a hotmix overlay reduces the overall carbon footprint by a whopping 28% versus conventional asphalt paving (mill and overlay).

This “green” process virtually eliminates milling machines and reduces the amount of truck traffic and new hotmix required. Pat Faster adds “It’s not only environmentally friendly, the savings are there. It’s less expensive than conventional resurfacing which involves surface removal, transporting the RAP back to the asphalt plant and then bringing back more new mix.” After heater scarification, a thin structural overlay must be placed. In this case, the City chose microsurfacing for some streets and chip seal for others. St. Louis County used microsurfacing.

For so many public works officials who hear the HIR message, the response is typically, “This is a no-brainer”. HIR is currently under serious consideration for use in this year’s pavement program by many respected, forward-thinking agencies throughout eastern Missouri.

For further information about Hot-in-Place Recycling visit www.hotinplacerecycling.com, or www.fhwa.dot.gov/pavement/recycling/98042/ or contact the author, Justin Gonzalez, 314-280-3151 (cell) or email him at: jgonzalez@gallagherasphalt.com. Gallagher Asphalt Corporation is a third-generation Chicago-based paving contractor/hotmix producer and also one of the country’s largest HIR contractors. Gallagher has successfully performed HIR throughout the country and typically works in a dozen states annually from coast to coast.