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WORKING TOWARD THE PRIZE

Cement Stabilization Fixes Road Home to 19th Century Cement Plant



Touarauna Road in the Town of Glenville, New York was home to one of the first kiln and mill complexes manufacturing hydraulic cement in the Eastern part of the Empire State. The road also created headaches for current day residents who use it as a short-cut to Route 5 and the NYS Thruway. Plagued with cracks, potholes, repair patches and heaving, the road was in rough shape. To make matters worse, the “pie crust road” was placed on a clay soil base and had many wash outs.

When it was time to upgrade the road, Full Depth Reclamation (FDR) with Cement was the best option due to its speed, strength, durability and cement’s ability to stabilize clay soils for bearing traffic. Reclamation contractor, Reclamation LLC, took just 2 days to pulverize the deteriorating asphalt road and another day to spread cement and finish the project. A chip seal was placed over the reclaimed base to protect it from vehicular traffic and to complete the rehabilitation.

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Over a mile of road was reconstructed using the FDR with Cement process, consuming approximately 275 tons of cement. New York Road Recycling Council Road Recycling Specialist, Heather Steffek, invited representatives from the NYS DOT to visit the job to increase their knowledge of the process. She gave a tour of the project to representatives from DOT Region 1 Materials and answered their many questions about cement stabilization.

Upstate NY Hospital Saves Time and Money on Parking Lot Rehab Using FDR with Cement



The parking lots and interior roadways on the Catskill Regional Medical Center (CRMC) Campus in Harris, NY were in extremely bad condition. The hospital's consulting engineer had originally planned for a total removal of the existing asphalt pavement and the failed base beneath it. Local paving contractor, Superior Surfacing Systems, presented the FDR with Cement process as an alternative. NY Road Recycling Council Road Recycling Specialist, Heather Steffek, and New Jersey/Delaware Road Recycling Council Promotion Director, Ken Justice, worked closely with the contractor, consultant and the owner to develop an alternate design alternate bid proposal. Superior Surfacing Systems won the contract bidding on the FDR with Cement alternative. The reclamation work was subcontracted to Reclamation LLC of Kingston, NY.

The cost savings attributed to the FDR with Cement alternative were significant. In fact, the hospital was able to apply the savings to additional parking lot repairs not included in the conventional removal and replacement plan. The FDR with Cement process eliminated excavation, removal and disposal of the failed asphalt pavement and underlying base and the requirement for large quantities of virgin aggregates to build a new base. According to CRMC Construction Manager, John Heimbach, "cost savings, in addition to reduction of onsite construction traffic, the ability to continue work in inclement weather and the speed of reconstructing our parking lots and roadways were all remarkable."

Effective Solutions for NYC's Urban Heat Island & Stormwater Runoff Challenges



PCA Northeast, in collaboration with the Department of Civil and Environmental Engineering at Manhattan College in NYC, presented a seminar on the Manhattan College Campus on October 23rd. The seminar focused on two critical issues that impact the environment of the City and the health of those who live and work there. Urban Heat Island raises the temperature in the City above that in surrounding areas leading to increased energy demand along with the related fuel consumption and increased levels of SO₂, NO_x, CO and HG. These pollutants contribute to the formation of Ozone. A report by the NYC Department of Health notes that ozone is responsible for 1700 emergency room visits for NYC Children with asthma and nearly 3,000 for adults with the disease each year. Combined stormwater and sanitary sewer overflows (CSOs) in NYC account for more than 27 billion gallons of raw sewage being dumped into New York Harbor each year. Just 1/20th of an inch of rain can overwhelm NYC sewage treatment facilities. The event provided the attendees with information on the negative impacts of UHI and CSOs and how Cool Pavements and Cool Pervious Pavements can help mitigate them.

Event speakers included Manhattan College Acting Chairman of the Civil and Environmental Engineering Department, Dr. Moujalli Hourani; Executive Director of the MIT Concrete Sustainability HUB, Dr. Jeremy Gregory; Manhattan College Professor, Dr. Scott Lowe; Executive Director of the Global Cool Cities Alliance, Kurt Shickman; Manhattan College Student, Abduleez Yusuf and Executive Director of the New York Concrete Promotion Council, Greg Novitzki. PCA Northeast Executive Director, Pat Reardon, served as Master of Ceremonies.

In addition to the excellent presentations provided and the enthusiastic Q&A between the attendees and speakers, the event included a visit to the Manhattan College Urban Heat Island Demonstration Project. PCA Northeast sponsored the construction of asphalt, plain concrete and pervious concrete parking areas at the college's physical plant building. Relative temperature readings were taken throughout the summer and the data was presented during the seminar. Attendees were able to see and literally feel the difference between the surface temperatures of each pavement material.

The event attracted nearly 70 attendees from key NYC

Agencies, consulting engineers, academia and industry. The entire event was videotaped and will be available on YouTube in the near future. Watch for links to the video in a future issue of Working Toward the Prize.

FDR with Cement Demonstration in Heath, MA



Bay State Roads and the Road Recycling Council of New England held a joint seminar on Full Depth Reclamation (FDR) with Cement which included a demonstration of the process in the town of Heath, MA.

New England Road Recycling Council Pavement Recycling Specialist, Dick Martin, conducted the Seminar on FDR with Cement which was attended by 25 Department of Public Works employees and state officials representing 10 area towns and the Massachusetts Department of Transportation.

The demonstration project occurred on Dill Road, a rural mountain road with steep grades that has suffered severe deterioration caused by harsh winters and poor base soil conditions. Reclamation LLC of Kingston, NY was the reclamation contractor on the project which consumed 200 tons of cement. This was the first FDR with Cement project completed by the town of Heath.

“Light tomorrow with today.” ~ Elizabeth Barrett Browning

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