

CORRIDORS

NEWSLETTER

Ohio Chapter of American Public Works Association

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Greetings from OAPWA President Hank Gulich



It is with great pride and joy that I inform you our Chapter has received the Presidential Award for Chapter Excellence (PACE)! The award was created in 1996 and this year is the first time the Ohio Chapter has been so acknowledged.

The PACE Award recognizes APWA chapters for contributions made to positively impact their membership, profession, and community. This award recognizes chapters that demonstrate excellence and accomplishments in Membership, Service to Chapter Members, Advancement of Public Works and Sustainability, and Service to the Community.

I would particularly like to thank Shelby Ingle, Alison Haskins, the OAPWA Awards Committee, and all who contributed to the effort for the work they put into the award application. Without your commitment and effort, this award would not have been possible.

I know our Ohio Chapter has been a great chapter for many years. At the awards ceremony on August 31 in Phoenix, everyone else will know it too.

Ohio Rocks!

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2015 APWA International Public Works
Congress & Exposition
AUG 30-SEPT 2, 2015, Phoenix Arizona
<http://www.apwa.net/Congress>

Northeast Ohio Snow and Ice Technologies Expo

The Northeast Ohio Snow and Ice Technologies Expo, sponsored by the Northeast Ohio APWA branch, was held at the Summit County Fairgrounds in late May. The goal was to bring together ODOT, Counties, Townships and Cities to talk about how to best treat the roads during snow and ice events. Roundtable topics included Local Weather, the Use of Brine by the City of Cuyahoga Falls, Understanding the Basics of Deicers, University of Akron Research Project Update and Homemade Brine. A vendor and equipment expo showed off new products on the market and displayed the variety of equipment that municipalities use during the winter.



Over 400 attendees and vendors attended the day's events making it the largest snow and ice expo in northeast Ohio ever. This type of networking and discussion is invaluable for supervisors and operators.

2015 Snow and Ice Control Conference

If you and your staff were unable to attend the Northeast Ohio Expo because of time or distance constraints, there is no need to feel left out. One other regional snow and ice conference is planned for later this year.

2015 Southwest Ohio Snow and Ice Control Conference
Sharonville Convention Center
September 29, 2015

This show will feature topics of interest to YOU about how to clear ice and snow in your community. Local and state vendors will also be on hand with the latest in equipment and technology to help deal with winter weather. Be sure to visit their booths; the support of our vendors helps APWA present these educational opportunities to you at an affordable cost. Check our website, <http://ohio.apwa.net/> for the latest information on this event.

Use of Asphalt Shingles in Asphalt Pavement

Using asphalt shingles in asphalt can help achieve two goals: 1) to improve the transportation system and 2) to reduce the waste stream by diverting a useable resource from the landfill.

In June, a workshop on this topic was presented by the City of Columbus, the Ohio Environmental Protection Agency and Flexible Pavements of Ohio (FPO) in partnership with the Ohio LTAP Center, the Ohio Chapter of APWA, the Strawser Paving Company and The Shelly Company.

John Lambert from Asphalt Shingle Grinding Service, LLC of Peru, Indiana described the steps for processing. These include Collecting, Storing, Asbestos Testing, Grinding, and Stockpiling. One challenge is to keep the product clean. Another is to have locations that are convenient and cost efficient for roofers to be willing to take torn-off shingles to the processor. Regulations and collection facilities have to be coordinated to better recycle and utilize shingles.

Larry Shively of the Shelly Materials described the production of asphalt with recycled asphalt shingles (RAS), which they have been doing since 2002. The ODOT specification for using RAS is Item 448 – PG 70-22M, RAS as per plan. In Ohio, guidelines do not permit the use of asphalt shingles from tear-offs in the surface course. Shingles from manufacturer's waste stream such as end of runs, tabs, and out-of-specification product are allowed. Shelly company adds a carrier aggregate to keep the shingles free-

flowing and prevent clumping. Recycled asphalt shingles love moisture so the stockpile must be monitored. The mix temperatures are slightly higher to completely mix the shingles. Paving procedures are normal but the mix tends to be a little stiffer. The mix working time is reduced with RAS. As the asphalt blends with RAS retain moisture, they may need to be covered. Another issue is that shingle tabs sometimes get through the grinder. Finally, there is a lack of acceptance of this recycling practice.

To overcome this lack of acceptance, Rick Miller discussed how the City of Columbus obtained a special assistance grant from the EPA for a RAS project. Columbus will resurface arterial, collector and local streets and observe the frequency of cracking and rutting for the next five years. This one project will divert 140 tons of shingle waste from the landfill. With this experience, Columbus will develop its own pavement specification for its construction material specification.

Craig W. Butler, Director of the Ohio Environmental Protection Agency, explained the Columbus grant is part of OEPA's effort to help market development of recycled waste materials products. OEPA also supports the concept of re-engineering manufacturing processes to avoid producing waste. Mr. Butler encourages small agencies to work with the OEPA to find grants to help solve problems.

Due to inclement weather on the day of the workshop, the field demonstration was canceled. When conducting a pilot project, it's best to have optimum conditions for installation. We look forward to Columbus reporting the results of this project in the future.

Samples showing Recycled Asphalt Shingles (RAS), a blend of RAP and RAS to form SHRAP, and Recycled Asphalt Pavement (RAP)



On I-75, new bridges slated to move in

Bowling Green 'slide' spans will be Ohio's 1st

By David Patch, The Blade (Toledo, Ohio)

June 22 -- BOWLING GREEN -- Replacing a freeway bridge typically takes months, if not years, of lane closings, traffic shifts, or both.

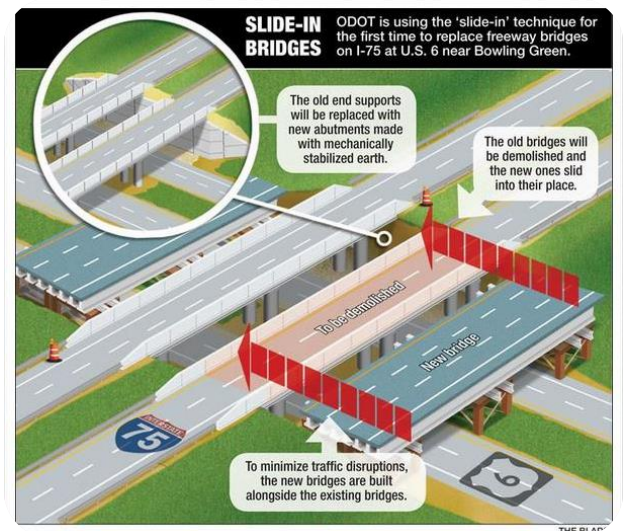
But when an Ohio Department of Transportation contractor tears down the I-75 bridges over U.S. 6 and installs new ones later this year, freeway traffic will be disrupted for just two weekends, roughly 60 hours from Friday evening until Monday morning.

The key is the word "install" because the new bridges will already have been built. What will happen during those 60-hour windows is they'll be moved into position from temporary support structures next to I-75 upon which they're now being assembled. "Over one weekend, we'll tear the old bridge down and slide it [the new one] into place," said Todd Lezon, the area manager for Kokosing Construction Co. "On a second weekend, we'll do the other one."

"Slide-in" bridge construction, also referred to as "lateral slide," is a method increasingly used for replacing bridges with minimal traffic disruption. Eight states, including Pennsylvania and Indiana, have established the method among their officially endorsed construction practices. Five more, including Michigan, have completed "slide-in" projects. The I-75 bridges over U.S. 6 will be Ohio's first to be built that way.

Using traditional construction methods, contractors rebuild a bridge by closing one half of it at a time, often requiring lane closings that last for two construction seasons. For bridges that will be widened, another option is to build the new lanes, then run traffic on those while rebuilding the old ones.

That is what ODOT is doing with several smaller bridges along I-75 between Perrysburg and Findlay, where the freeway is being widened from four lanes to six. But department officials began planning the bridge replacements at U.S. 6 as something that needed to be done regardless of whether the rest of I-75 was rebuilt. "It was designed as a stand-alone project, then it got incorporated into the widening project when funding became available," said Brian French, an ODOT area engineer who estimated the bridge itself represents about a \$7 million expense.



While the "slide-in" method will cost a little more than conventional bridge-building would have, "it gives ODOT the experience, and it gives the contractors the experience, of doing a project like this," Mr. French said. Added Mr. Lezon: "This takes an absolute ton of preplanning. The sheer amount of expense to make all that fit is pretty dramatic."

But Jamal Elkaissi, a structural engineer at the Federal Highway Administration Resource Center in Lakewood, Colo., said that the higher direct cost of "slide-in" construction is typically more than offset by its time and safety advantages. "The longer reconstruction extends, the longer that a possibly hazardous condition exists," Mr. Elkaissi said.

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Ohio's First Bridge Slide

Work-zone congestion also costs motorists time and money, wastes fuel, and harms nearby businesses. In the past, the highway administration engineer said, "there was no mechanism established" to calculate those indirect costs, but now statistical models are available. Once all the indirect costs are factored in, "you come in cheaper to use this technology," Mr. Elkaissi said, adding that as "slide-in" construction becomes more widely used, its cost will fall as contractors become more experienced and comfortable with the method.

Michigan used the slide-in method for the first time last year when it replaced three bridges: the M-50 bridge over I-96 near Grand Rapids and twin U.S. 131 bridges over Three Mile Road in Mecosta County.

Matt Chynoweth, who until three months ago was the Michigan Department of Transportation's state bridge engineer, said the U.S. 131 structures used that method because it reduced the disruption to heavy traffic associated with nearby Ferris State University, while replacing the M-50 bridge that way avoided a circuitous, long-term detour.

In the M-50 case, Mr. Chynoweth said, the new bridge was built on a temporary structure, then it was connected to a temporary roadway alignment while the old concrete structure was torn down. Once a new pier and abutments were built on the permanent route, the new bridge was closed again to traffic so it could be moved into its permanent position, the MDOT engineer said. The brief M-50 closings required brief I-96 "up-and-over" detours through the M-50 interchange ramps.

Mr. Chynoweth said "slide-in" construction added about \$1 million to the MDOT U.S. 131 project's direct cost and about \$750,000 to the price for the M-50 bridge, but the benefit to motorists was worth it.

"We're treating it as a tool in the toolbox -- something we can use when there's a long detour or the user-delay costs are not palatable," Mr. Chynoweth said.

This year MDOT is replacing a bridge on M-100 over Canadian National Railway tracks in Pottersville using the lateral-slide concept, but with rollers on a track instead of slide pads and a rail for the transfer. Mr. Lezon noted sliding can be done in several ways, but he declined to say which one Kokosing will use for the I-75 bridges because that's "proprietary information."

The on-going construction has required restricting U.S. 6 to one lane each way instead of its normal two, but that highway's traffic is light enough that the lane closings haven't caused problems with congestion.

Besides the new bridges' construction, preparatory work includes building the abutments underneath the existing bridges' approach spans.

The existing bridges have four spans -- one over each direction of U.S. 6 traffic plus one at each end above an earthen slope leading up to their abutments. The replacements will have just two, with abutments built of "mechanically stabilized earth" -- increasingly familiar structures with walls resembling interlocked jigsaw-puzzle pieces -- at either end.

Plans call for the northbound I-75 bridge to be replaced first, tentatively on a late-summer weekend.

From 6 p.m. Friday until 6 a.m. Monday, northbound traffic will be divided through the work area, with one northbound lane crossed over to the southbound side while the other will be detoured through the U.S. 6 interchange ramps.

The southbound bridge will be replaced at least several weeks later using similar traffic patterns. U.S. 6 will be closed both weekends.

Contact David Patch at: dpatch@theblade.com or 419-724-6094.

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PACE Award Winners announced: OHIO is Recognized

The Presidential Award for Chapter Excellence (PACE) is the highest award a chapter can achieve from APWA. The award is for chapters that demonstrate excellence in membership, service to members and the community. Each chapter is ranked against a set of standards and must meet certain goals to even be invited to submit an application for this prestigious honor. There are 32 chapters that will receive the 2015 PACE Award:

OHIO, Alberta, Arizona, California Central Coast, Central Pennsylvania, Chicago Metro, Florida, Georgia, Illinois, Iowa, Kansas, Kansas City Metro, Manitoba, Mid-Atlantic, Minnesota, Missouri, Monterey Bay, Nevada, New England, New York Metro, North Carolina, Northern California, Oregon, Sacramento, San Diego, Silicon Valley, South Carolina, Southern California, Texas, Washington, Western Pennsylvania, Wisconsin.

This is the first PACE Award for **OHIO** and California Central Coast Chapters. The PACE Awards will be presented at the 2015 APWA Awards Ceremony on August 31 in Phoenix. If you are going to the APWA Congress, please join our Ohio contingent at the ceremony to help us celebrate this achievement.

City of Columbus' "Get Green Initiative" Earns APWA National Award for Sustainability Practices

Recognizing the role a healthy environment plays in creating a city in which people want to live, work and raise a family, Mayor Michael B. Coleman established the Get Green Columbus initiative ten years ago. Funded in part by a grant from the Solid Waste Authority of Central Ohio (SWACO), the Mayor's Office of Environmental Stewardship manages the initiative focusing internally on city operations as well as externally partnering with stakeholders from throughout the community.

To assist in guiding the efforts of Get Green Columbus, the Mayor convenes an advisory group of city staff and community, business and environmental experts known as the Mayor's Green Team. The group meets every other month and is further supported by working groups with a focus on: Transportation; Growth and Development; Education and Engagement; Energy; Business; Greenspace and Green Building.

Together with the Mayor's Office of Environmental Stewardship, staff and the Mayor's Green Team identify and implement projects to reduce impact on the environment through the city's influence. Some of these key initiatives are: Green Building; Reduce, Reuse and Recycle; Renewable Energy; Resource Protection and Conservation; and Transportation.

The Sustainability Practices Awards will be presented during the 2015 APWA Awards Ceremony on August 31 in Phoenix. Watch this space for further information.

