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FOCUS ON FLORIDA

Thanks to a strong economy and an exploding tourist industry, Florida's population boom shows no signs of slowing.

dependable methods of renovating the state's roadways, many have discovered the advantages of the Cutler hot in-place recycling and resurfacing process. They've found that our process not only produces



Universal Blvd. – City of Orlando

Growth in population also means increased traffic. Today, nearly 10.5 million passenger vehicles – more than 5 percent of the nation's 186 million vehicles – are found on Florida's streets and roads. Add to that nearly a quarter-million RV's, more than a million tractor trailers, along with buses and motorcycles, and traffic counts can reach staggering levels.

As state, county and city highway engineers throughout Florida have searched for the most cost effective and

an exceptional wearing surface while reducing the cost of new asphalt, but that Cutler's single-pass process also minimizes traffic congestion, dust, and road hazards.

In the last two decades, Cutler Repaving has recycled and relaid more than seven million yards of asphalt in the Sunshine State. In this special issue of the Cutler Courier, we're proud to introduce you to three of those projects.

THE VISITOR-FRIENDLY STREETS OF ORLANDO

Home to more than 1.4 million residents who live in Orange, Seminole, Lake and Osceola Counties, Orlando has fast become America's favorite tourist destination. Last year, an astounding 38 million tourists and visitors visited the area's famous amusement parks and other attractions.

As wear and tear on city streets has escalated, Orlando has turned up the heat on resurfacing and renovation projects. Among them are Universal Boulevard and Princeton, Smith and Par Streets, four high density collector streets selected for resurfacing in early 1999.

In the nearly 18 years since these streets had last been resurfaced, increased traffic flow had brought Average Daily Traffic counts up to as high as 10,000 to 14,000 vehicles. And even though the city had imposed a 10-ton weight limit, officials estimate that heavy truck traffic now comprises as much as 20 percent of the ADT on Princeton and Smith Streets.

"You can't handle that kind of traffic without seeing deterioration," says Rick Howard, City Engineer for the City of Orlando. "The pavement had become rutted, oxidized and brittle, there was considerable alligator, block and longitudinal cracking, and some loss of aggregate. But there was still plenty of asphalt in place, so we felt these streets were good candidates for hot in-place recycling."

City officials assigned the project to Cutler, a contracting partner with whom they had worked for several years. "In the years we've worked with Cutler, we've always been pleased with the quality of their recycling and resurfacing work," says Howard. "The company

delivers a quality product and stands behind their work. They seemed to be the logical choice to handle these projects."

The Cutler team quickly went to work to recycle about an inch of existing asphalt, using the proven single-machine recycling process to remove the ruts, cracks and oxidation, and recycle the asphalt into a leveling course. That was then overlaid with an inch and a half of new asphalt.



Avalon Rd. – Orange County

It took just two weeks to complete 13 lane miles of resurfacing. And since Cutler's single-step process permits a rolling lane closure, traffic congestion was held to a minimum. "The hot in-place recycling process eliminated the existing ruts and cracks in the wearing surface," Howard says. "By recycling the old asphalt, we were able to reduce the volume of new asphalt that would have been required by simply putting a new overlay over the existing wearing surface. And the job was done quickly with a minimum of traffic disruption."

Howard also compliments the Cutler team for making a special effort to assure city officials that the hot in-place recycling process would

not damage magnolia trees planted in the median between Princeton and Smith Streets.

"When the parks department expressed concern that the heat might damage the trees, the Cutler crew erected thermal barriers around each tree" he concludes. "As a result, not a single tree was damaged during the project."

RESURFACING THE BACK ENTRY TO AMERICA'S FAVORITE AMUSEMENT PARK

At the heart of the Orlando metropolis, Orange County has experienced the same increases in traffic density as Orlando. One example is Avalon Road, which began as a traditional farm-to-market road serving area orange groves and farm communities. As the county has grown increasingly urbanized, with new residential neighborhoods sprouting between the citrus groves, traffic on this two-lane feeder artery has grown dramatically.

"Avalon also serves as the back entrance into Disney World, so it's heavily traveled by Disney employees, vendors and delivery vehicles," explains Carl Landon, Pavement Coordinator for the Orange County Roads and Drainage Division. "It also serves a number of retail and industrial businesses, and still carries a high proportion of farm truck traffic. Back in 1992, the ADT for Avalon was just over 6,500 vehicles.

"Their people come in to evaluate the job before it begins, and make sure it's compatible with their process. When they start a job, they hang in there until it's done. And if we ever have any problems, they jump right on it until it's right."

*Carl Landon, Pavement Coordinator,
Orange County Roads
and Drainage Division*

Now it's more than double that, and at least half of that is heavy truck traffic."

In the eight years since it was last resurfaced, Avalon has suffered widespread cracking, while the extended truck traffic has created serious rutting. In early 1999, the county asked Cutler to rehabilitate a 17-mile stretch of the road.

"This is the fifth year that Cutler has done work for Orange County," says Landon. "I like the fact that their hot in-place recycling process eliminates the need to mill off and truck away the wearing surface of the roadway. Instead, their equipment removes the ruts and cracks by recycling the the top inch of asphalt as a new leveling course. Plus, they get a good thermal bond when they lay the new wearing surface, which prevents delamination."

But it was the speed and efficiency of Cutler's single-pass resurfacing system that helped make Landon's job a little easier.

"Cutler finished that 17-mile stretch in just 20 days," he explains. "That's less than three weeks,

compared to at least 45 days using a conventional process."

Conventional resurfacing would have meant closing down a lane to mill off the wearing surface and truck it off, bringing in sweepers to clear off the dirt and debris, followed by temporary striping.

"Then we'd have to come back a third time to lay down the tack coat, final surface and permanent striping," Landon adds. "And during that entire period, the entries to businesses all along that stretch would have been restricted. Milling groves in the pavement create wheel noise and problems for motorcyclists. The whole process churns a lot of dirt and dust into the air. And there's always the risk of asphalt chunks cracking windshields."

By comparison, Landon points out, the Cutler equipment train moves along at about 17 to 18 feet a minute, completing the entire recycling and resurfacing process in just one pass.

"That meant business owners didn't have extended construction activity blocking their entryways for weeks at a time. Residential neighborhoods, and places like the Orange County National Golf Club, which faces Avalon Road, were happy because the process didn't create a lot of dust. And motorists like it because it minimizes traffic disruption."

Landon points out that Avalon Road is just one of nine resurfacing projects that Cutler completed for Orange County in early 1999.

"I guess you could say that shows what we think of the quality of their work. Their people come in to evaluate the job before it begins, and make sure it's compatible with their process. When they start a job, they hang in there until it's done. And if we ever have any problems, they jump right on it until it's right.

"Orlando and Orange County take a lot of pride in being known as the tourist capital of the country," Landon concludes. "All of our county and city services make a special effort to provide a clean, attractive community for our residents and our visitors. For our department, that means using resources like Cutler Repaving to keep our streets and roads in top condition."



Columbus Drive – Hillsborough County

WHEN AIRPORT TRAFFIC DELAYS ARE AT STAKE

Few road repair projects have the potential to arouse more public concern than one that affects a primary route to the city airport.

That's the dilemma that Hillsborough County and the City of Tampa recently faced when they prepared to resurface Columbus Drive, which links Tampa's International Airport with the downtown business district.

"This street carries an extremely heavy traffic load, and it's also a primary truck route, so it was important that we get this job done with a minimum of delay and lane closure," says Tom Guess, who serves as Resident Engineer for Hillsborough County.

"Cutler has worked with us since the mid-80's, and we're very comfortable with their hot in-place recycling and resurfacing process. Their rolling equipment train gets the job done with almost no

disruption to local business, and minimal traffic interruption."

Guess says it took Cutler just three weeks to resurface 4-1/2 miles of this 4-lane roadway.

"Since their rolling equipment train only closes one lane at a time, it creates a minimal delay to motorists and access to adjoining businesses,"

"Their rolling equipment train gets the job done with almost no disruption to local business, and minimal traffic interruption."

*Tom Guess
Resident Engineer, Hillsborough County*

says Guess, who notes that the condition of the roadway was ideal for the Cutler recycling and resurfacing process.

"The asphalt on Columbus Drive had been put down over the top of an original road brick surface," he explains. "Subsequent asphalt overlays over the years have built up the surface to the point that we were concerned that additional overlays would increase curb and gutter depths to unacceptable levels.

"Cutler recycled an inch of the existing wearing surface, which eliminated the rutting and cracking, and then laid down an inch of new surface. That kept additional asphalt buildup to a minimum, and saved the time and cost of milling off and removing the existing surface."

With a population that now exceeds 900,000, Hillsborough County joins other Florida communities that are battling to maintain roadways in the face of growing traffic flow. For Tom Guess and others responsible for maintaining 3,000 miles of Hillsborough County streets and roads, that means finding the most effective process to rejuvenate busy streets and roads with a minimum of traffic disruption while getting the best value from strained budgets.

"The Cutler recycling and repaving process gave us the same rideability and durability qualities we would expect from conventional resurfacing methods," Guess concludes. "I see no reason why we won't get at least ten to twelve years of service from these roads."

VISIT THE NEW CUTLER WEBSITE AT WWW.REPAVING.COM

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