



INTERNATIONAL SLURRY SURFACING ASSOCIATION

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FOR IMMEDIATE RELEASE

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ISSA ANNOUNCES 2010 PRESIDENT'S AWARD

The International Slurry Surfacing Association (ISSA) is pleased to announce the presentation of its 2010 President's Award for Excellence to member firm American Pavement Preservation, of Las Vegas, Nevada. The announcement was made during ISSA's 48th Annual Convention, held in Sunny Isles Beach, Florida; the award was presented by ISSA President Andrew Crow, MeadWestvaco Corp., N. Charleston, South Carolina.

ISSA's annual President's Award is presented in recognition of contracting achievements which exemplify the highest quality of workmanship, and compliance with the best standards of practice. Roadway projects submitted for consideration are judged on the merits of utility, appearance, schedule completion, customer satisfaction and safety. American Pavement Preservation qualified for the Award after completion of its work on the City of Las Vegas, Nevada – 2009 Slurry Seal Project. .

Accepting the award for American Pavement Preservation was Eric Reimschiessel. For additional information on the award and its corresponding project, contact Eric at ericr@americanpave.com or call 702-507-5410.

The International Slurry Surfacing Association is an international non-profit trade association comprised of slurry surfacing, micro surfacing, chip seals and crack treatment contractors, equipment manufacturers, public officials, research personnel, consulting engineers and associated industry interests, working together to promote the increased and more efficient use of slurry surfacing in roadway pavements.

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ISSA Release
March 17, 2010
Page Two

Project information

City of Las Vegas
Purchasing and Contracts Division
City Hall complex 1st Floor
400 Stewart Street
Las Vegas Nevada 89101-2986

Purchasing agent Tressa Fernandez 702-384-9964
Project Inspection Jim Lord 702-218-6708
City of Las Vegas 2009 Annual Slurry Seal
Project Number 09.1762.01 – TRF

From the nomination.....

The City of Las Vegas slurry seal project is a multi-year project we contracted originally in 2007 and subsequent renewal for 2008 and then rebid in 2009. We have worked for the City for three consecutive years on large projects. The project involved placing slurry seal on over 1000 various city streets and collector roads in the City of Las Vegas during the spring and fall of 2009. The project also consisted of slurry sealing streets in the downtown area in front of major casinos, court buildings, and office buildings presenting major traffic control, crew logistics and coordination with hotel owners, building tenants, public transportation, parking meters, parking garages and the tourists. I understand that this project is the largest slurry seal project ever completed by a contractor in the United States.

We are asking to receive the prestigious ISSA President's Award for crew safety, the quality of the application and materials, project logistics and scheduling, high production, complexity, the size and scope of the project.

The project started with the test section and then the spring application on April 1, 2009 then continued until July 6, 2008. The crew typically worked five days per week with some weekend work around the schools. During this time period the crew placed 586,863 Square yards of Type 1 and 1,520,405 Square yards of Type 2 a total of 2,107,268 square yards for the spring schedule. The fall portion of the project began on September 1, 2009 and was completed on October 22, 2009. During the fall application the crew placed 76,316 square yards of Type 1 and 1,002,327 square yards of Type 2 slurry seal, a total of 1,078,643 Square yards for the fall section. The total project slurry seal applied was 3,185,911 square yards. The project also included all pavement markings, striping, surface preparations including sweeping and motor oil spot grinding, sweeping, and traffic control. All streets were swept of any loose aggregate ten days after the slurry was applied.

The residential streets were typical for the City of Las Vegas, some of the streets we applied the second application of slurry seal and some streets we applied the third and fourth application of slurry seal. The streets were crack sealed and repaired by another contractor prior to the slurry seal application. The slurry seal was placed in the downtown area which presented many scheduling obstacles. The crew placed slurry seal in front of casinos, office towers and court building. All of the downtown streets were Type 2 slurry seal. The crew also placed Type 1 and Type 2 slurry seal on various city park parking lot areas. The parks parking lots were rolled with a rubber tired roller for a compacted surface condition for less shedding of the aggregate . All of the slurry seal was ravel swept after ten days using a vacuum sweeper.

Materials used were Type 1 and 2 slurry seal aggregate gradations. The slurry seal was placed at 10 lbs of aggregate for the Type 1 and 13 lbs of aggregate for the Type 2. The emulsion was an LMCQS 3% latex by weight. The slurry seal was placed in temperatures ranging from 65 degrees to 110 degrees. The material was of a high quality to be placed in high temperature and high traffic conditions.

Equipment used on the project included three VSS Macro-paver machines, 2 traffic control trucks, loader, 2 slurry spreader boxes, street sweeper, four tankers, grinder, slurry seal support equipment and traffic control devices. The crew consisted of 12 crew personnel and one person in the office to coordinate the garbage, police, ambulance, mail delivery, school bus etc schedule updates and mapping.

Project safety was a high priority due to the amount of people effected each day by the equipment and traffic control. Normally 10 to 15 streets were worked on each day requiring a high regard for the safety of the crew and the public. The safety of the crew, the residents and the school children was on everyone's mind. The crew had weekly safety meetings to discuss safety issues including specific project situations so work on the project progressed safely for all. During each safety meeting the crew would discuss potential safety hazards, traffic control concerns, truck routing, locations of schools, issues with school children, and potential hazards that required special attention. The crew members were required to wear safety orange or safety lime green shirts or traffic vests at all times while on the project. Machine entry and exiting from the works zone was aided by a traffic control person. Stockpile sites were kept safe clean and orderly. Thanks to every ones efforts and continued awareness the project was completed without any safety issues thanks to the extra effort by all.

The materials delivered to the project site were tested for compliance with the specifications during the project. Mix designs were completed and submitted to the City prior to the beginning of the project. Once the mix design was accepted by the city, test sections were completed for each type of slurry seal to compare to the mix design and to review the quality of the application and materials. The slurry seal mix was monitored and compared to the mix designs and test sections throughout the duration of the project. Emulsion and aggregate testing was completed by the City for comparison to the mix designs. All emulsion and aggregate materials delivered to the project were required to have a certificate of compliance for each delivery indicating material compliance to the specifications. Sample of the aggregate were taken directly from the source at the crusher stockpile site prior to loading in the trucks for delivery and samples were also taken directly from the project site stockpile after delivery for comparison to each other and to the mix design prior to beginning the project. Aggregate samples were taken from the project site several times each week.

The stockpile sites were kept safe, clean and organized. The area had to be kept dust free to be in compliance with local dust laws and SWPPP. Track out rock was placed at the entrances and exists of each stockpile site to keep the truck tires from tracking and any dirt from the stockpile site onto the street in front of the stockpile. Each stockpile site had to be permitted prior to use. The crew was trained on spill prevention.

The City is very concerned about public relations due to pleasing the residents and the local Las Vegas area being a tourist attraction with many people visiting here year round. The City requires that we provide two notices to advise the public of the slurry seal application. The first notice is provided one week prior to the slurry seal application. This notice lets the resident or business know their street will be closed, lets them know they will receive another notice the day before and to look for no parking signs on their street, and some basic information about the slurry sealing process. The second notice is provide the day prior and provides information about the slurry seal, why the street needs to be slurry sealed, about how long their street will be closed and information about what to expect from the slurry seal product as well as the ravel sweeping. Each notice has our project representative's cell phone number on the notice so residents could call to get information or help about the slurry seal application. The City is pleased with the methods and promptness of our customer service. All of the business and schools require a personal visit from one our traffic control personnel and we work together so application will cause the least amount of disruption to their customers. Weekend work is sometimes required so an entrance or exit is not blocked during business or school bus hours

The garbage collection service must be coordinated with our crew schedule also. We provide schedules and location maps to the garbage company as well as daily phone calls for street coordination. The garbage company attends a weekly meeting with us to assure everyone was working together and is informed of which streets will be closed and the order in which the garbage cans can be picked up.

The City is pleased with the work, the materials and the performance of the crew. The project required a dedicated crew to complete the project successfully in the time frame allotted, and the conditions and requirements of the project.

Special considerations on the project were the adherence to safety, high production rates, traffic control, difficult work locations, oil spot grinding, pre and post sweeping, notifications of the residents schools and business owners, cooperation with and attention to the needs of the public, garbage and service truck coordination and varying surface conditions. The crew placed 3,185,911 sq yards of Type 1 and Type 2 slurry seal from five stockpile locations which is a credit to a good crew.

We feel we should receive the International Slurry Surfacing Associations prestigious 2010 Presidents Award of excellence for the completion of very large and difficult project completed safely, on time, with record production, quality materials placed in a professional manner within budget for a satisfied happy customer.

For photos or to receive this release by e-mail, contact cerone@slurry.org.

Full details of the project follow the President's Award link on www.slurry.org.

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