

U.S. 64 NOW BETTER THAN OK VANCE BROTHERS COVERS CRITICAL MILL-AND-OVERLAY IN THE OKLAHOMA PANHANDLE

U.S. Highway 64 goes by several names as it traverses the nation's heartland. But heavy truck traffic is the name of the game on this increasingly important artery. It's especially true as it crosses the Oklahoma Panhandle, where America's Midwest and West meet.

Vance Brothers has served the region's pavement contractors and the Oklahoma Department of Transportation for years, most recently on a pair of projects in two counties. Multiple products and Vance Brothers crews came into play in the Panhandle, and drivers on U.S. 64/U.S. 412/270/State Highway 3 should enjoy the results for years to come.

SURFACE STIMULUS

The highway is a key route for truckers hauling loads between Dallas-Fort Worth, Oklahoma City, Amarillo, Texas, and on up to Colorado Springs and Denver. It's also subject to some of the harshest seasonal weather extremes in the country.

In Oklahoma's Texas and Cimarron Counties, two stretches of 64 Highway were selected for American Restoration and Recovery Act funding.

"Nearly 1,000 vehicles per day use this route, and 20 percent of them are trucks," said Jeff Dean, design engineer for ODOT. "These were major stretches of road in need of major rehab, which is why they were chosen for stimulus funding."

KEEPING CRACKS AT BAY

In Texas County, Vance Brothers provided the general contractor, J&R Sand Company, 7,500 square yards of 36-inch Petrotac®. Manufactured by Propex, Petrotac is a self-adhesive, crack-retardant



TruPave fabric application.

membrane designed to keep existing cracks from propagating back through the pavement surface.

"Petrotac is a breeze," said Greg Fuller of Vance Brothers in Oklahoma City. "Just seal the crack with an approved sealant, clean the surface, and then peel and apply the membrane to the pavement. It's that easy!"

After J&R Sand applied the Petrotac, Vance Brothers paving fabric crews from Fort Worth and Kansas City came in and applied TruPave®, an 80-percent fiberglass, 20-percent polyester paving fabric made by Owens Corning. Using asphalt cement as an adhesive at an application rate of 0.20 gallons per square yard, the TruPave was

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applied right on top and broomed in across the entire surface using a laydown machine.

TruPave creates a damp-proofing barrier to reduce the amount of water that can infiltrate the sub-base, a common culprit for potholes and major cracking. Other benefits include pavement reinforcement, crack mitigation and easy recyclability.

LETTING IT FLY

Not far from Cimarron County, Vance Brothers crews from Kansas City, Mo., were called in to install a fly ash undersealing and Trupave interlayer for Highway Service Company of Guymon, Okla. Prior to installation, the specifications called for a fly-ash underseal application in order to fill any voids under the existing road.

The work required close coordination between crews of both companies.

“We had Vance Brothers drilling the holes and injecting the fly-ash mix into the voids. And believe me, you could feel them,” said Highways Service's Junior Davidson. “Then we came along and milled the surface and put down strips of self-adhesive, stress-relief fabric interlayer. Then we put three inches of asphalt over it, with Vance Brothers following behind to apply the TruPave.”

It's just as complicated as it sounds, but thanks to two great products and the expert applications of both crews, drivers on U.S. 64 can expect a smooth ride and less roadwork for many years to come.

“This road has been notorious for thermal cracking,” ODOT's Dean said. “From what I've seen in other areas where we've used TruPave, we can anticipate better control of reflective cracking, which means less maintenance and, of course, a better use of highway dollars.”