

Idea Exchange

Easy ways to use waste glass as aggregate

A few hundred or thousand tons of unsalable colored glass can be a big headache for local recycling facilities but small potatoes to highway agencies, as a recent demonstration showed. The demonstration project showed two low-tech methods for using glass: as fill around culverts and in cold mix asphalt.



Unwanted glass is easily disposed in culvert fill base course or cold mix asphalt.

To fill around a culvert, Columbia County crews took green glass from the recycling facility and crushed it roughly by running over it with a roller. They bladed a mix of about five percent glass with material excavated from the culvert trench. Returning the fill around the culvert they compacted it normally, leaving a top layer without glass. State specs permit up to five percent glass in base course material that will be covered by pavement.

Glass has been part of the aggregate in cold mix asphalt for four years in Green County. It is crushed to a grade of less than $\frac{3}{8}$ inch and mixed with conventional aggregate, up to 10 percent of the total mix design weight. The cold mix, which is covered with a seal coat, is used to resurface county roads.

"To date we've done around nine miles with the material," says Dallas Cecil, Green County Highway Commissioner. "You can see the glass as it's laid behind the paver, but we've seen no serious raveling." There is little cost to the County in using glass which otherwise has no market.

For information about glass in culvert backfill, contact Wayne Cornford, at Columbia County, 608/429-2136. Call Green County's Dallas Cecil about cold-mix uses at 608/328-9411.

Do you have an idea that could help another streets or highway agency? Tell us about it. Call, fax, write, or e-mail and we'll help share your idea with others.

ROADWARE 6.0 easier to use

ROADWARE, the computer program that helps you make better maintenance and repair decisions using data about your pavement condition, is out in a new version.

The new manual is easier to follow. It features clear step-by-step instructions and example screens to lead you through each operation. For first time and infrequent users, new on-screen instructions make the system much easier to use. If you get stuck, give our new software support person, Judy Pounders, a call at 608/262-6147.

A redesigned road data screen makes it easier to enter and update condition ratings, dates and history. There are several new ways to sort and report data, including a variable, such as a ward number, that each user can define. With 10 comment lines available for each road segment, you can keep better information on the history of each road segment: who did the work and how much it cost, for example. New reports and graphs also help make results more useable.

There is space for individual costs for pavement, shoulder, drainage, walk, curb and storm sewer in the expanded cost estimates section. This should particularly help those who have road systems with both rural and urban cross sections.

All current Roadware users should have received Roadware 6.0 by mail last December. If you have been using version 5.1.2 and did not get the update, your name is missing from our users database. Please call Mercy Ranum at 800/442-4615 to get version 6.0 and add your name to our database.



Judy Pounders is the new new ROADWARE support person. Call her if you have problems with the program.

Crossroads

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