SAVE MY ROAD

Problem: Less than flexible budget challenges maintenance efforts
Solution: CRS-2 chip seal

Success Story: Conventional Chip Seal with CRS-2

Investments in a CRS-2 chip seal program and road maintenance equipment help Blount County in Alabama maintain more roads over a single paving season than ever before.

As with anything subject to deterioration, roads require regular maintenance to reduce the need for more extensive rehabilitation down the line. But even with proper maintenance, a road will eventually call for more expansive repairs where a contractor must be utilized. To maintain the balance between low-cost routine maintenance and major rehabilitation, Blount County invested in their road maintenance and chip seal program and is reaping the rewards.

Upgrades to the County's maintenance fleet were made in 2015 and include a one-man pothole patcher, conventional chip spreader and pneumatic tire roller. That same year, the County also constructed an 8,000-gallon storage tank to house a supply of CRS-2 — a rapid setting cationic water-based emulsion widely used in pothole patching but primarily designed for conventional chip seals.

A conventional chip seal with CRS-2 emulsion is a pavement preservation treatment most often used to address minor cracking, loss of friction and raveling, as well as oxidation and water intrusion. Following proper application, the CRS-2 emulsion's quick curing properties allow for traffic to be reopened in a matter of hours, leaving motorists minimally inconvenienced.

At an average price of $2.25 per square yard, conventional chip seals using CRS-2 are cost-effective treatments that can extend the life of a roadway by 5-7 years.

Blount County is realizing high returns on its investment. Through responsible pavement preservation practices, more roads are receiving maintenance each year, and accumulated cost savings are providing the County with funds to bring in contractors for more intensive treatment as roads in their network near the end of their life cycle.