

SAVE MY ROAD

Problem: Harsh winter weather, freeze/thaw cycles, snowplow damage

Solution: Premium micro surfacing

Success Story: Premium Micro Surfacing

Chase Road runs near the University of Massachusetts' Dartmouth campus in the southeastern portion of the state. Its average daily traffic alternates between 5,000 and 7,000 vehicles. But during warmer months, the road sees a spike in traffic as vacationers journey to the nearby coast. In the winter, Chase Road is hit hard by freeze/thaw cycles, slush, snow and snowplows that clean up afterward. These conditions and distresses made the road a perfect candidate for Ergon Asphalt & Emulsions' (Ergon A&E) premium micro surfacing product, eFlex.

Dartmouth Township is no stranger to micro surfacing. The Township has worked with the Braintree, Massachusetts-based contractor indus for years to preserve and restore its roads using this particular pavement preservation technique. While indus specializes in conventional micro surfacing, they have also progressively evaluated multiple next-generation micro systems in recent years, including eFlex.

eFlex is a one-of-a-kind treatment with unique ingredients. Its highly polymer modified base asphalt helps roads tolerate higher temperatures and resist potential damage caused by power steering and radial tires during early returns to traffic, as well as damage caused by snowplows later in the life cycle. eFlex is significantly tougher than conventional micro, which has made it the preferred micro surfacing system for residential and commercial areas.

Dartmouth Township approached indus for a solution to the issues it was having with pavement degradation due to particularly harsh winter weather and subsequent snowplowing. The Township was eager to see how eFlex would perform and arranged a test project near the University of Massachusetts Dartmouth campus. eFlex not only outperformed the conventional micro surfacing emulsion, but also the other next-generation fiber additive micro surfacing systems used alongside it. Because of those results, Dartmouth welcomed a full eFlex project to restore and preserve nearby Chase Road.

Using a double application of eFlex, Chase Road was restored in only two working days. indus engineers applied 15 pounds per square yard of material for the initial course, followed by 20 pounds per square yard on the second pass. Traffic was able to return within one hour after initial application.

Chase Road is expected to receive two additional years of service life beyond what would be expected from a conventional micro surfacing treatment. Considering the extended life cycle, the average annual cost of eFlex becomes even less expensive than conventional micro.