

CONSTRUCTION UPDATE

The construction start date has been pushed back on the SR-248 from US-40 to SR-32 due to equipment issues.

Construction crews will begin working on the chip seal application beginning Monday, July 16th. The hours of operation will be from 6 am to 8 pm.

The application of the chip seal is a fast operation. To create the most efficiencies, crews will be using pilot cars through the construction site. Approximately 15 min delays should be anticipated.

Crews plan to begin near the US40 interchange. The work will take place in 3-mile increments moving towards SR-32. The chips will initially be placed on the traffic lanes throughout the corridor. Once this is complete, crews will then place the shoulder chips, which are a smaller size coming back from SR-32 and heading towards US40.

PROJECT OVERVIEW

As a reminder, the chip seal is being placed as a final surface coat to the project that began last year to protect and maintain the new pavement. The chip seal is the most appropriate and cost-effective approach to preventing any problems in the future – it is not fixing any issues but is one more step in providing the best pavement for the conditions.

The SMA asphalt that was placed last year was chosen for the SR-248 corridor because it is a durable asphalt for cold winter conditions. Shortly after paving the area, more water appeared in areas along the road surface than expected. Experience has shown that water seeping from the pavement is common with SMA asphalt and that it decreases over time. This is not a sign of poor quality but shows the pavement is acting the way it is intended. Testing and inspections throughout and after construction show the SMA was placed meeting all specifications and we are confident the pavement is structurally sound.

The chip seal that will be applied for this situation has been used on multiple state highways and interstates throughout Utah. In regards to the chip seal application, UDOT has reduced the amount of stone that is placed so there is less chip loss (or chips moving off the road). The chips are lighter than they have been in the past and once they are in place they are covered with a flush coat to minimize spreading. Smaller chips will be applied on the shoulders to minimize debris.

UDOT is committed to meet the needs of the context of the area by providing the most appropriate applications to care for the pavement. UDOT is confident that this is a quality product and will meet the needs of the community as intended for the next 5-7 years.

CONTACT INFORMATION

For questions or updates, contact us:

Kim Clark

Hotline: (801) 903-8327 (call/text)

E-mail: kclark@utah.gov

Website: www.udottraffic.utah.gov (click on the Construction tab for project info)