

SR-248; US-40 to SR-32 Project Update - Chip Seal Project Delayed

The chip seal application for SR-248 from US-40 to SR-32 has been delayed due to lack of high temperatures. The chip seal will be placed once the temperatures are consistently above 60 degrees. It is anticipated the work will begin mid-summer and will take approximately one month to complete. Once we have a detailed construction schedule, we will update you on the specific details.

In addition, the project team would like to take this opportunity to address a number of common concerns we have received about the SR-248; US40 to SR-32 Project regarding the quality of the pavement placed last year and the application of the chip seal.

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.

UDOT monitored the situation and took measures last fall, including saw-cutting sections of the roadway and sealing the asphalt joints to move the water off the road surface which **improved the situation**. It was also determined at that time that it would be advantageous to place a chip seal as a top surface coat to protect and maintain the new pavement. Due to low temperatures last fall, the decision was made to place the chip seal this summer. 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 chip seal that will be applied for this situation has been used on multiple state highways and interstates throughout Utah. In regard 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.

The project last year, replaced a previous chip seal. This is commonly used in the area and the noise is not anticipated to be any higher than it was before any of the work was done on the corridor.

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.

We appreciate your patience throughout the construction of this project.

For questions, concerns or updates, please contact me:

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