

YOU ASKED A QUESTION

The MCRC often receives questions about a particular service or concern about the roadway. The Road Commission will try to address those concerns and questions. If you have a question you would like published in the bi-monthly newsletter, please forward it to customer service at mcrc@mcrc-mi.org or 734-240-5102.

What is a chip seal road and what is the purpose?

Chip Seal Fact Sheet

"Chip Sealing" is a common pavement maintenance practice that extends the life of a pavement providing a good driving surface. A chip seal is a surface treatment that combines one or more layers of asphalt emulsion with one or more layers of fine aggregate. In the United States, chip seals are typically used on rural roads carrying lower traffic volumes. Since citizens may not be familiar with chip seal construction methods, and this fact sheet answers some frequently asked questions.

How is a Chip Seal Different from an Asphalt Overlay?

The difference is in the construction method. Hot mix asphalt pavement is produced by heating liquid asphalt and mixing it with aggregate at an asphalt plant. The hot mix asphalt is then trucked to the project site and spread with a paver and compacted to form a durable road structure and riding surface. Chip sealing uses the same basic ingredients as hot mix asphalt, but the construction method is different. With chip seals, a thin film of heated asphalt emulsion (a mixture of liquid asphalt, water and surfactant) is sprayed on the road surface, followed by the placement of small aggregates ("chips"). The chips are then compacted with rubber tire rollers to orient the chips for maximum adherence to the asphalt emulsion, and excess stone is swept from the surface. The chip seal surface can optionally be sealed with a top layer of asphalt emulsion, which is referred to as a fog seal. The fog seal helps lock in the stone chips and gives the chip seal surface a black appearance.

Why Use Chip Seals?

- Chip seals provide a low cost method to preserve roads that are currently in good to fair condition.
- A chip seal is approximately one-fifth the cost of a conventional hot mix asphalt overlay.
- By extending the time between asphalt overlays, chip seals result in lower life-cycle costs over the long term.
- Chip seals prevent deterioration of the asphalt surface from the effects of aging and oxidation due to water and sun.
- By placing a chip seal sooner than an asphalt overlay is needed, the traveling public benefits from roads maintained in better condition.
- Chip seals greatly reduce or eliminate the need to perform crack sealing.
- Chip seals enhance safety by providing good skid resistance.
- Chip seals provide an effective moisture barrier for the underlying pavement against water intrusion by sealing cracks in the pavement.
- Chip seals are typically used on lower volume roads of less than 2,500 vehicles per day.

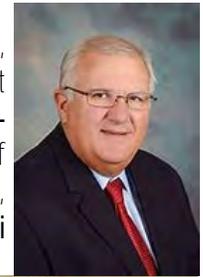
How Are Chip Seals Placed?

First, the road surface is cleaned of debris and any holes are patched. Next, an asphalt distributor truck starts by spraying each lane with hot asphalt emulsion to assure an even application. The asphalt used is applied at a temperature between 140 and 170 degrees Fahrenheit. A chip spreader follows as rapidly as possible with the stone chip application, preferably within one minute. The stone chips are a limestone aggregate crushed to a special specification for size and cleanliness. Next, rubber-tire rollers are used to set the stone chips. Rolling orients the flat sides of the chips down and produces a tighter chip seal. It takes two to four passes of the roller to set the chips. Sweeping is typically performed a day or two later to remove excess stone chips from the surface. During the chip seal process, from the time the chip seal is applied until the excess stone has been swept from the surface, the advisory speed limit is 25 mph. By driving 25 mph, you protect your vehicle from unnecessary damage that can be caused by the asphalt emulsion and loose stone chips. Excessive vehicle speeds prior to sweeping can also loosen stone chips that were previously set and damage the chip seal surface.



\$3.35 million for S. Stony Creek Road

On Wednesday, June 20th, State Sen. Dale Zorn, R-Ida, and State Rep. Joseph Bellino, R- Monroe, told more than 100 residents gathered at the Exeter Township fire hall that the road **finally will be fixed. Many in the crowd cheered at the news. As part of the state's finalized fiscal year 2019 budget, legislators approved \$3.35 million to fix about 10 miles of the road that will also include Palmer Road, stretches through four townships (Ash, Exeter, Frenchtown, and London). The road is considered an evacuation route for DTE Energy's Fermi 2 nuclear power plant in Newport.**



Zorn said funding for such projects is hard to come by, which is why the money for this project was split. The Senate appropriated \$1.8 million for the project while the house set aside \$1.55 million. He indicated he had been working on this project for about three years.



Bellino stated that he identified this road as needed funding when he was first elected to office. **"It's a long time coming," he said.**

Randy Pierce, Managing Director of the Monroe County Road Commission, said the project will begin soon. The project is estimated to cost more than \$6 million, with about \$2 million from the road commission's general fund and additional money from the townships. Frenchtown Township already paid for about 2.3 mile of the work to be completed. The MCRC will be using the annual township allocation in 2019 as Ash, Exeter and London townships contribution to this project.

This year, the MCRC hopes to have S. Stony Creek Rd. completed from N. Telegraph Rd. to Sumpter Rd. and then next year complete the remainder of S. Stony Creek, including Palmer road, to Oakville-Waltz Rd. The project consists of widening the road to 26 feet, consisting of two 12-foot lanes and paved shoulders on each side, requiring drainage work and tree removal. Two culverts will also be replaced next year. The driving surface will receive a base stabilization, then 3-4 inches of asphalt. It will take two year to complete the 10-mile stretch of S. Stony Creek Road and Palmer Road to Oakville Waltz Road.



Mr. Pierce thanked the legislators for their push on the project. Without this additional funding, the road improvements would like have taken about 10 years to complete. He stressed the importance of people working together to make a difference in our community.

Contacting MCRC

If you need information about a road project or want to report a pothole, traffic signal problem or other road concern, please call the MCRC at 734-240-5102, email us at

mcrc@mcrc-mi.org

or visit us on the web at:

www.mcrc-mi.org

Board of Road Commissioners:

*Paul Iacoangeli, Chairman
Dan Minton, Vice Chairman
Stephen J. Pace, Member
Charles Londo, Member
Greg W. Stewart, Member*

MCRC BOOTH AT MONROE COUNTY FAIR

The MCRC will once again be at the 2018 Monroe County Fair, July 29-August 4, 2018. The Road Commission will be at booth #82 inside the MB&T Expo Center.



**STOP BY &
VISIT US AT
THE FAIR!!**

MCRC Retirements

The MCRC had four (4) employees recently retire, three from our maintenance division and one from the administration area.

These four individuals had a combined 73 years worth of knowledge and experience. Craig Lajiness had a little more than 23 years working in the maintenance division driving a truck, instrumental on the paving crew, and worked in the sign shop; and was granted a disability retirement in March.

Mechanic Ron Kidd contributed 16 years to the MCRC, and truck driver Paul Brown put in 17 years behind the wheel. These men said their farewells in March.

Donna Richileau worked for about 16 years, starting as a part-time employee and taking a full time position as the Customer Service Agent then moving up to the Clerical Associate position. Donna's last day was Thursday, May 31, 2018.

GOOD LUCK AND BEST WISHES TO CRAIG, RON, PAUL AND DONNA!!

*You will ALL be missed,
but enjoy your retirement!*



I've learned that you shouldn't go through life with a catcher's mitt on both hands. You need to be able to throw something back.



WORK ZONE SAFETY TIPS

The Federal Highway Administration offers the following tips for driving safely in work zones:

- ◆ *Expect the unexpected.*
- ◆ *Slow down.*
- ◆ *Don't tailgate.*
- ◆ *Keep a safe distance between you and the car ahead of you.*
- ◆ *Pay attention to the signs.*
- ◆ *Obey road crew flaggers.*
- ◆ *Stay alert / minimize distractions.*
- ◆ *Keep up with traffic flow.*
- ◆ *Schedule enough time to drive safely and check radio, TV and web sites for traffic information.*
- ◆ *Be patient and stay calm.*



MONROE COUNTY ROAD COMMISSION

840 S. Telegraph Road
Monroe, Michigan 48161
734-240-5102 ■ 734-240-5101 (Fax)
Website: www.mcrc-mi.org

Lobby hours - Monday through Thursday
6:30 a.m.—5:00 p.m. Effective 5/22/2017

MISSION STATEMENT:

The Monroe County Road Commission vows to provide quality, courteous and dependable professional services through innovative, cost-effective ways to maintain our road system through transparency, trust and collaboration between citizens, business and government.

