



County Announces Maintenance Plan for Paved Roads for 2024

(May 10, 2024) Montgomery County announces the 2024 spring and summer road maintenance plan for paved roads. The maintenance plan consists of a variety of applications including hot mix asphalt, cold mix asphalt, chip seal and cape seal. The County’s gravel road maintenance plan will be released in the next week.

The County has established an objective evaluation process to determine the roadway sections that will receive one of the applications. The ranking of roadway sections based on objective criteria ensures that the maintenance plan is as fair, efficient and effective as possible in meeting the needs of maintaining the County roads.

Roadway sections that get paved by Highway Department crews with cold mix asphalt are selected based on the following factors: time spent by the Highway Department maintaining the section of roadway, the number of potholes in the section, traffic volume, road condition rating, and the work order volume for the section.

Roadway sections that receive a chip seal application by Highway Department crews are the roads that were paved with cold mix asphalt in the prior year. Other roadway sections to be chip sealed are selected based on the road condition rating and the determination that this type of application is the most effective treatment to preserve the roadway section.

Roadway sections that get paved by a contractor with hot mix asphalt are selected based on one of the following factors: location of the roadway section along the asphalt roadway “loop” around Crawfordsville, the roadway section is a major entry and exit corridor for the County and the roadway section is classified as a major or minor thoroughfare.

Roadway sections that will receive a cape seal application by a contractor in 2024 were selected based on the following factors: preservation of major economic corridors and neighborhood roads.

The local funding sources for maintenance of the roads are the gas tax and the wheel tax/surtax. In 2024, the gas tax is estimated to provide \$4.335 million of revenue for the Highway Department and the wheel tax/surtax is estimated to provide \$1.26 million. Hot mix asphalt paving and the cape seal application in 2024 is funded by the State with a 25% match by the County.

2024 Road Maintenance Plan for Paved Roads

Hot Mix Asphalt Paving: Contractor

State Grant: 2023 Fall Award for Hot Mix Asphalt

Paving Bid Award: \$1,124,000

- Concord Road between city limits & 400 N (1.931 miles)
- 150 S between Ladoga Rd & Nucor Rd (3.019 miles)
- 700 N between US 231 & 100 W (0.98 MILES)
- 600 S between US 231 & New Market City Limits (0.637 miles)
- 600 S between State Rd 47 & New Market City Limits (1.325 Miles)

Cold Mix Asphalt Paving: Highway Department Crews

Project Cost Estimate \$674,800

- 1100 S between 550 E & 875 E (3.33 miles)
- 440 N between SR 25 & 1000 W (1.32 miles)
- 1050 E between US 136 & 800 S (2.49 miles)

Cape Seal Preservation Application: Contractor

State Grant: 2024 Spring Award for Cape Seal Preservation Application

Project cost estimate: \$1,725,954.05

Neighborhoods: All roads within the neighborhood.

- Nucor Road (includes grading along the edge of the road to remove soil)
- Lye Creek
- Cadillac Dr
- Chigger Hollow
- Winslow Dr
- Carrington Hills
- Golf View
- Big Four Arch
- Manning Place
- Watson Dr
- Country Club Court
- Stone Crest
- Oak Hill Farms
- Farmington Hills
- Sommer Lane
- Logan Rd
- Joyce & Stanley Dr
- Del Mar Drive
- Fairway Drive
- Kiger

Chip Seal Application: Highway Department Crews

Project Cost Estimate: \$678,466

- 150 N between 875 W & 650 W
- 83 N between 136 & Dead End
- 875 W between 150 N & Waynetown
- 350 E between 800 N & 1000 N
- 150 N Dead End & 1075 E
- 1075 E between 150 N & State rd 32
- 275 E between State road 47 & 500 N

- 200 W between 50 S & Bridge 139
- 150 S between 200 W & 325 W
- 750 W between State road 47 & State Road 47
- 600 W between 600 S & SR 234
- 400 S between Alamo & 600 W
- Black Creek Valley Road between US 136 & 400 W
- 225 W between Black Creek Valley & Country Club
- 300 W between Black Creek Valley & US 136
- 625 W between 950 S & SR234
- 300 S between 1000 E & 1100 E
- 900 S between 231 & 275 E
- 275 E between 900 S & SR234
- 310 E between 500 S & 750 S
- 775 E between 500 S & 700 S

Types of maintenance applications:

Hot Mix Asphalt

Hot mix asphalt is a mixture of aggregates such as sand, gravel, and asphalt cement which is then heated before being applied. The mix is heated at the asphalt plant before being trucked and applied on a County road.

Cold Mix Asphalt

Cold mix asphalt paving is a cost-effective alternative to hot mix asphalt paving. The process requires mixing aggregate with asphalt emulsion, which is then applied to the roadway using a specialized paver. The County uses its own cold mix asphalt plant and paver for this process. Roadway sections that receive a cold mix asphalt application must be covered with a chip seal application the following year in order to preserve the asphalt.

Chip Seal

The chip seal roadway surface application consists of a layer of asphalt emulsion with a layer of embedded aggregate. It establishes a new skid resistant wearing surface, stops raveling of the road, seals cracks and retards the further deterioration of the existing road.

Cape Seal

The cape seal roadway application consists of a chip seal application with the chip seal being covered with a micro seal consisting of asphalt, cement, fibers, sand and limestone.

The preservative seal will extend the life of each road by creating a seal that will prevent moisture from penetrating the top layer of existing asphalt which can cause potholes. The seal also creates a new wearing surface on top of the existing layer of asphalt.