

# UTAH DOT USES CRAFCO MASTIC ONE<sup>®</sup> TO KEEP TRAFFIC FLOWING ON I-80 IN PARLEY'S CANYON

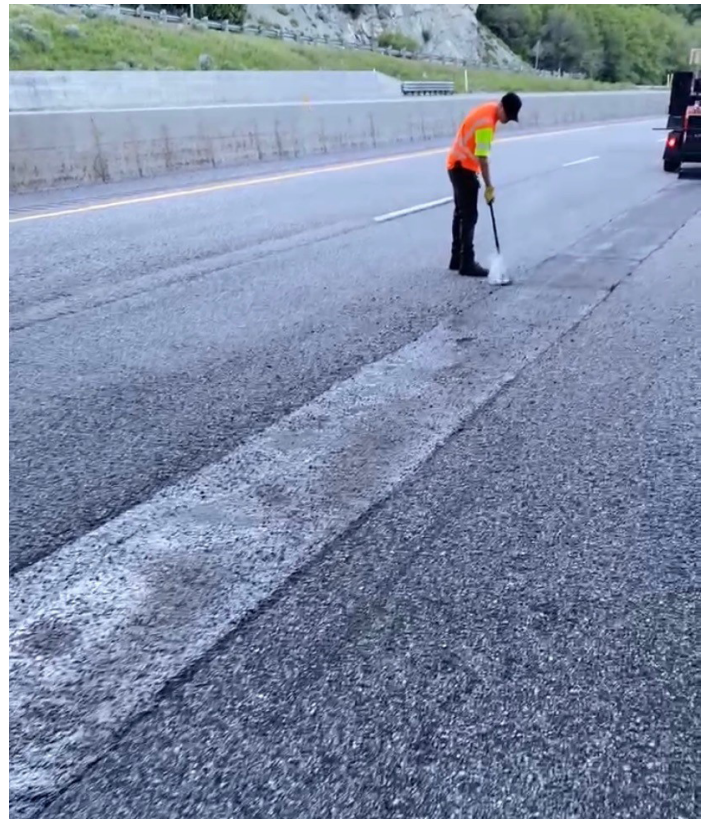
I-80 is one of the most heavily traveled roads in Utah. The roughly 12-mile stretch through Parley's Canyon is particularly busy because it's the front door to the Salt Lake City metro, one of the fastest-growing regions in the country. That section also is a main artery for people heading to the trails, parks and other attractions that dot Parley's Canyon, but some of the heaviest traffic – literally – is trucks serving the state's oil and mining operations.

"We get a lot of crude oil tankers up the mountain here, and they load to 129,000 pounds," says Jerry Bennett, a Utah DOT Level 3 Transportation Technician at the Parley's Canyon Station.

All that traffic would be tough on any road, but I-80 also has to withstand the snow and ice that come with the elevation and geography. For example, canyons create unique weather environments, which is why I-80 drivers also have to contend with pop-up storms such as [one in April 2021 that included snow, rain, hail and wind](#). UDOT is diligent about ensuring that the interstate stays in good repair, freeing drivers to focus on the scenery and vehicles around them rather than the road itself.

"We're really proactive and drive our area every day," Bennett says. "We've got such extreme weather up here that we have a lot of issues with potholes."

Heavy snow also triggers something else that's hard on the road.



*Mastic One has provided a smooth driving surface that has been sealed from future water penetrations.*

"We've got about a six-mile stretch where we get enough snow, we put [the chain law](#) in," Bennett says.

Traction is particularly important for a road that has more than its share of twists and turns.

"It's three lanes, both directions eastbound and westbound, and once you get up near the summit, there's more straightaway," Bennett says. "But the first four miles of it is pretty winding."

## THE RIGHT SOLUTION APPLIED THE RIGHT WAY

To keep I-80 Parley's Canyon in top shape, UDOT selected [Crafco's Mastic One](#), which is designed for pavement cracks over 1.5 inches wide and other distressed surface areas that are too small to justify repaving. Mastic One is a hot-applied, pourable, self-adhesive ridged asphalt binder that includes selected aggregate to ensure good load-bearing and skid-resistant characteristics. It's designed to bond tightly to asphalt cement concrete and Portland cement concrete, making it ideal for interstate applications.

The method of application is key for maximizing Mastic One's benefits. UDOT uses [Crafco's Patcher II](#), which is specifically designed for mastic. The unit's digital controls maintain proper material application temperature and mixture to make it easy for the crew and ensure a successful repair.

"Your material temperature is very important," Bennett says. "The sweet spot I found was about 360 degrees. It's really thick, but if you go hotter than that, then all your aggregates sink to the bottom, and your final product is just a rubbery top that cars can slide on when it rains."

## FAST APPLICATION AND LONG LIFE HELP PROTECT EMPLOYEES, TOO

Combining Mastic One with the Patcher II also maximizes UDOT employee safety. For example, the [Patcher II is designed to get to melting temperature fast and then quickly and evenly disperse the material](#), which means employees spend less time in traffic. Mastic One ensures that they won't have to be back anytime soon, thanks to its waterproof sealant properties that blocks the infiltration of not only water, but also chemicals, sand, and debris into the



*This paving seam has started unraveling and has created large potholes. The distress was cleaned with an air compressor in preparation of Mastic One application.*

*"When you apply the Crafco [product], your final result is quite a bit thicker. I will always go with Crafco because I think it's a better product and it suits my needs."*

## Success Story

sub-base. Mastic One is also highly flexible, so it stays adhered to the pavement even when it moves due to temperature changes and 129,000-pound trucks.

“It is an incredible product,” Bennett says. “But it also depends on your area. If you’re using it in an area where those trucks are going to be turning in a corner, it will push and tear. But on all of my straightaway applications, it’s still holding up perfectly.”

For the greatest longevity, it’s important that the repair area be clean, sound, and dry prior to applying Mastic One.

“We did it on a structure about halfway up the canyon that had a polymer overlay on it that was really old and failed,” Bennett explains. “If you tried to put the product over that overlay, the heat would make the overlay pop off, and of course, your gap patch would fail. We scraped it off before we put the product down and it’s perfect. Any area you’re doing, you want it to be really clean.”

UDOT chose Mastic One after a side-by-side comparison with other gap patch products.

“You can put the application down a lot thinner on the roadway,” Bennett says. “Then when you apply the Crafcro [product], your final result is quite a bit thicker. I will always go with Crafcro because I think it’s a better product and it suits my needs.”

Another plus is 24/7/365 support from Crafcro, including Territory Manager James Clark.

“James answers his phone every time I call him,” Bennett says. “The first couple of nights, he was up here with us helping us put the product down. He’s an incredible help.”



*UDOT is applying Mastic One with a drag box to create a uniform application that is flush with the existing pavement. The aggregate in Mastic One is filling the distress voids to add structure and stability back into the pavement.*

For more information,  
visit [www.crafcro.com](http://www.crafcro.com).