

## District 4 Adds Fast-Fix for Crack, Pavement Repairs to its Toolbox

By Elizabeth Richardson, Safety Press Officer, District 4



It's no secret that the freeze-thaw cycle that characterizes north-east Pennsylvania winters wreaks havoc on the roadways in District 4. A minor roadway crack today can become a nuisance tomorrow, and everyone knows that when you close a lane on an Interstate to perform emergency work, the backlog forms quickly.

So when someone mentioned the possibility of a 15-minute fix for cracks on bridge approaches, the district bridge unit wanted to take this product for a test run. The result was an agreement to test a product that could drastically reduce customers' inconvenience when repairs on busy roads are needed. The material, Crafcro PolyPatch, has more flexibility and adhesive qualities than asphalt, and there is no need to mill and remove old materials. The new product can be applied right over an existing surface that is a

minimum of 40 degrees. If necessary, workers can even return to reheat and rework a PolyPatch fix.

"It's ideal for interstate fixes when you consider the costs of men and equipment for a traditional bituminous repair, not to mention the inconvenience to the driver," said Walt Checefsky, District 4 bridge maintenance coordinator. "To prepare and patch from the shoulder to the center of the road takes up to 30 minutes. The road could be reopened to traffic within the hour."

Checefsky feels that by using this product, district maintenance forces can quickly and effectively repair the "bump" that drivers experience at bridge approaches, repair pavement joints and even level the area around manholes. The district will likely use PolyPatch for jobs that are larger than standard roadway crack sealing but smaller than a typical remove-and-replace material operation, as well as for various pavement joint repairs.

"We're always on the hunt for tools to add to our toolbox," says Checefsky. "No one knows better than our district bridge and maintenance staff that maintaining our highways and bridges is a constant battle."

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## McKean County Maintenance Gets Waterline at Discount

By Marla Fannin, Community Relations Coordinator, District 2

Although bottled water was available at McKean County Maintenance headquarters in rural Cyclone, a permanent, potable water source had been on the county's wish list for years. Last spring, the county office realized that dream and became a Bradford City Water Authority customer. Getting the work done was a do-it-yourself project from start to finish that the county can look to with lots of pride.

McKean County Maintenance staffers installed 9,271 lineal feet of water line, from the county facility to the closest branch of the Bradford City Water Authority's system. Compared to outside contractors, using PennDOT staff saved up to \$100 per foot. Even more money was saved by using some materials left over from winter projects.

The Water Authority handled the design of the new line and worked collaboratively with McKean County staff throughout the process. The pipe, fixtures and eight fire hydrants were supplied by PennDOT at the state

level. PennDOT followed all the environmental, permit and other regulations that any municipality or private entity would.

Production on the project was high, no crews were shorted and scheduled projects were adequately staffed and stayed on schedule. The construction crew putting in the water line consisted of 13 staff, one or two from each of PennDOT's crews that do road maintenance.

Project members included:

### *Water Line Crew*

Larry Dennis, Bill Jarrett, Scott Knapp, Dennis McKeirnan, Jeff Jones, Craig Johnson, Janell Farrell, Randy Miller, Dave Confer, Mike Petruzzi, John Bernhard, Pat Mitchell, Pat Freer

### *Support Staff*

James Jay Peffer, Kelby Fuller, Michael Pearce, Jerry Moore