



2026 ISSA Award for Excellence in Pavement Preservation

Nominee:

Starkville, Mississippi
City of Starkville Engineering Department

Nominated by:

Ergon Asphalt & Emulsions



ERGON

BUILDING A PAVEMENT PRESERVATION PROGRAM FOR COST-EFFECTIVE, LONG-LASTING SOLUTIONS

An Investment in Starkville's Future

Ergon Asphalt & Emulsions (Ergon A&E) would like to nominate the City of Starkville Engineering Department for the 2025 ISSA Award for Excellence in Pavement Preservation.

With efforts beginning in 2023, we believe their commitment to cost-effective solutions and dedication to keeping their community informed throughout long-term street maintenance and preservation efforts has made them an excellent candidate for the award.



An Investment in Starkville's Future

“ Starkville has set the standard for a pavement preservation program. They recognized they had a need and understood the benefits of looking at the network as a whole. The City explored the treatments and processes so that they could fully understand the benefits for their roadway network. What makes Starkville unique is their extensive communication to the community on why road work is being done and what they should expect during the project. Starkville is the perfect example of a pavement preservation program done right.”

Amy Walker, Ergon A&E Area Sales Manager



Keeping the City Running Safely and Smoothly



LOCATION

Starkville, MS



TASK

Long-term, cost-effective street maintenance



LENGTH

Approximately 315 lane-miles



TRAFFIC

Residential and city traffic



ROAD DESIGNATIONS

Arterials, collectors and local roads

Keeping the City Running Safely and Smoothly

The City of Starkville identified a variety of treatments that would serve their program's needs: rejuvenating scrub seal, highly modified micro surfacing, fog seal and crack seal.

- Rejuvenating scrub seal repairs mass cracking, while also acting as a rejuvenator that will help slow deterioration of roads.
- Highly modified micro surfacing provides a smooth, durable surface for traffic — especially important in busy areas like collector roads.
- Crack seal prevents water and debris from entering pavement cracks, extending the life of the pavement by reducing further deterioration.
- Fog seal protects aging pavement by sealing the surface, locking down aggregate and slowing further deterioration.
- Guided by the City's pavement preservation plan, together these treatments can extend road life up to 7-9 years.

A Holistic Approach: Treating an Entire Network Instead of Individual Roadways

With approximately 315 lane-miles to maintain, Starkville's Engineering Department knew that managing maintenance on a street-by-street basis wasn't a good use of time — or taxpayer money.

Instead, they looked at the City's roadway network as a whole.

With that big-picture mindset, Starkville identified pavement preservation — applying the right treatment on the right road at the right time to keep them in good condition — would be far more cost effective than repairing individual streets every time a new distress arises.

Achieving Systemwide Success While Maximizing Budget

“ Budgets are not infinite. If you’re always spending money on the worst roads, there’s no way to catch up. Starkville’s Engineering team realized that by slowing down the deterioration of good roads, they could manage the entire network more efficiently. ”

Stan Williams, P.E., Ergon A&E Regional Technical Marketing Manager

In 2024, Starkville treated 31.3 lane-miles with a wide variety of treatments.

The result? An estimated **379** lane-mile-years were added throughout the City’s roadway network.

Work has continued successfully throughout 2025 because of the City’s commitment to pavement preservation.

A Holistic Approach: Treating an Entire Network Instead of Individual Roadways

BUDGET – STARKVILLE 2024

Work Type	Amount	Percent of Total
Asphalt	\$2,370,000.00	69%
Preservation	\$880,000.00	26%
Striping	\$150,000.00	4%
Testing & Inspection	\$30,000.00	1%
Total =	\$3,430,000.00	

Treatment Type	Lane-Miles Treated (12')	Treatment Type Years Added	Lane-Mile-Years Added
Full Depth Reclamation	0.4	20	8.5
Major Mill & Overlay	4.7	18	85.1
Mill & Overlay	10.9	15	163.5
Double Treatments	8.9	10	89.0
Crack Seal & Highly Modified Micro Surfacing	2.6	7	18.0
Crack Seal & Fog Seal	3.7	4	15.0
Total =	31.3	Total =	379.0

Learning From Past Treatments

Historically, Starkville employed a more traditional – and more costly – form of roadway management. The City of Starkville has an annual budget of about \$3.3 million for roadway maintenance. Traditional mill and overlay was simply too expensive to be effective.

City of Starkville	
Lane-Miles	315
Square Yards	4,435,200
Mill & Overlay Cost/SY	\$20.00

Cost per Year to Mill & Overlay All Streets	
Every 15 years	\$5,913,600.00
Every 20 years	\$4,435,200.00

Learning From Past Treatments

“Prior to pavement preservation, we had only one tool in our toolbox, and that was an asphalt mill and overlay. Pavement preservation has helped us put more life into our network and better maintain our roads. The biggest benefit is the cost. We’re able to cover a lot more miles within the City because we’re getting more bang for our buck.”

Stephen Kachelman, City of Starkville Project Engineer

2024 Project Photos



Rejuvenating Scrub Seal

*Rejuvenating Scrub Seal + Highly
Modified Micro Surfacing*

2024 Project Photos



Highly Modified Micro Surfacing



Highly Modified Micro Surfacing

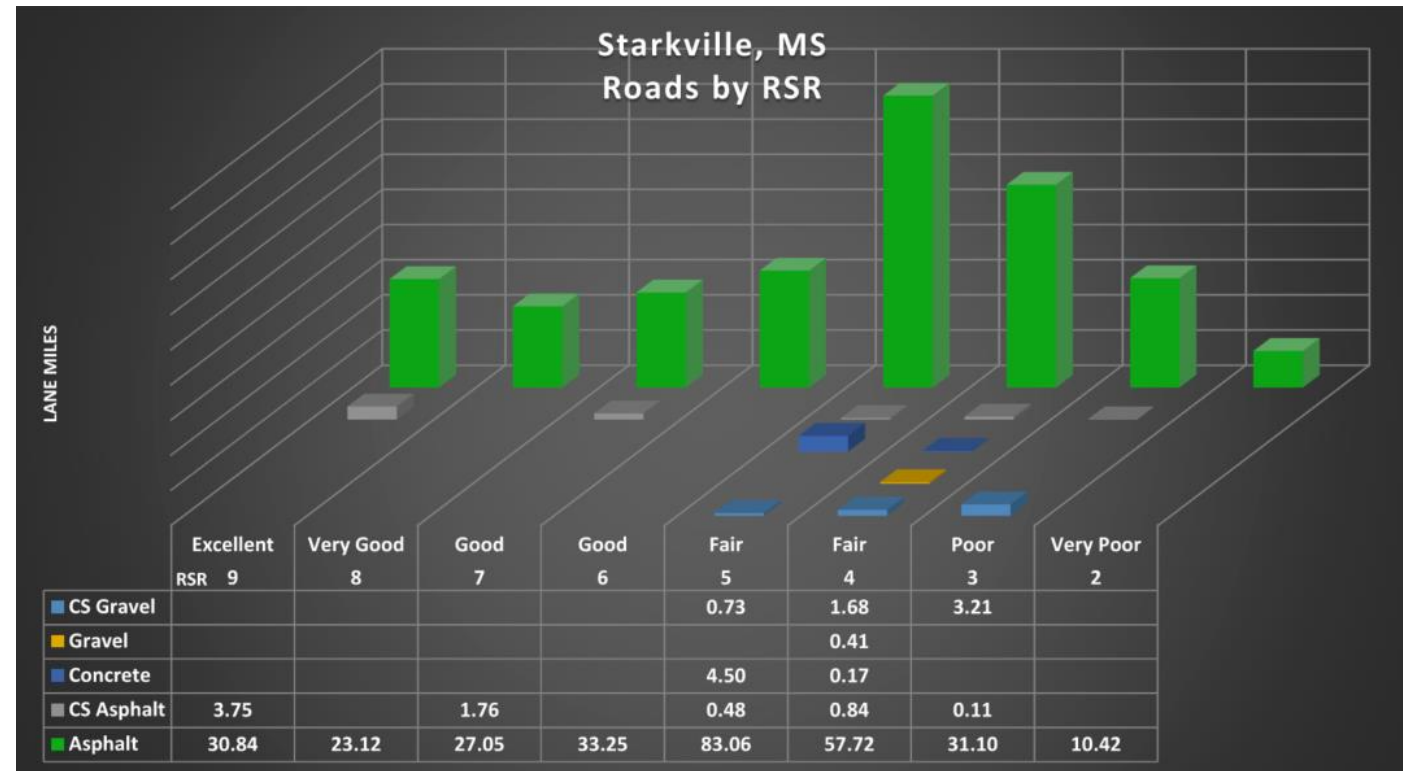
Building a Foundation for Starkville's Future

- Starkville Engineers, the Mayor, and the City's alderman began by touring other areas in Mississippi that have utilized pavement preservation. During these tours, they were able to see products they could utilize in their plan, and some they couldn't. They were also able to see treatments that were anywhere from one year, three years, five years to eight years old. This gave them a solid idea of the life span of the treatments they could utilize.
- The next step involved hiring Civil-Link, a consulting firm that conducted a comprehensive analysis of Starkville's entire roadway network. This data was used to form the foundation of Starkville's pavement preservation plan.
- In this plan, Starkville was able to use the Pavement Surface Evaluation Rating (PASER). A 1-10 rating scale developed by the University of Wisconsin-Madison, PASER is a visual assessment used to easily identify the distresses of road surfaces.

Building a Foundation for Starkville's Future

- Starkville used consultant-recorded videos of their roadway network alongside PASER ratings to validate conditions. These videos not only aid in planning for pavement preservation projects; they also help document in the case of future unforeseen circumstances like natural disasters or new industrial activities causing road damage.
- Civil-Link's report helped the City's Engineering Department determine which treatments to use on their roads based on the PASER ratings & the cost benefit factor. This resulted in a clear plan of action the team could follow.

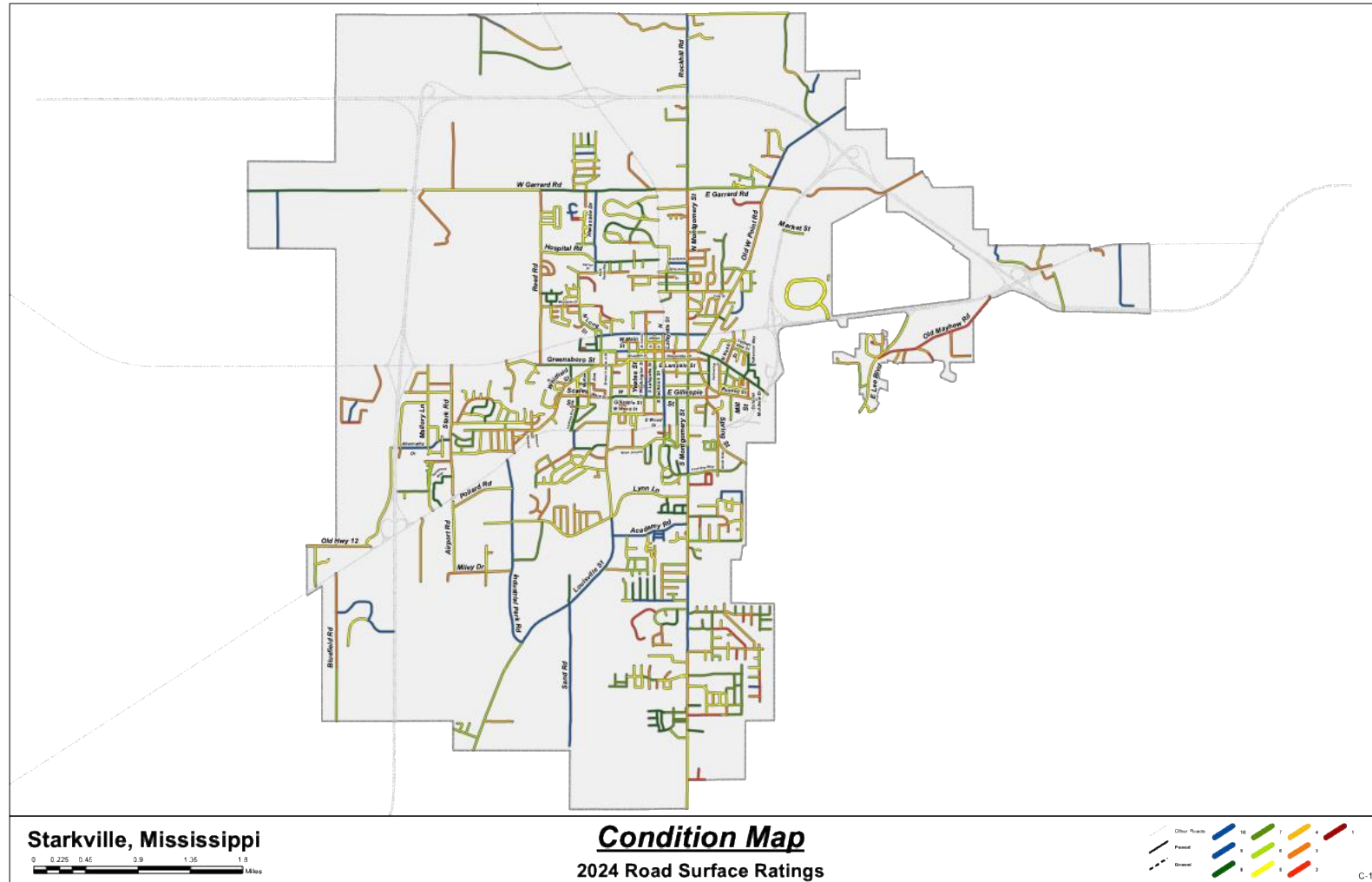
DATA COLLECTION RESULT



Civil-Link Road Maintenance and Improvement Plan – Starkville, Mississippi

Building a Foundation for Starkville's Future

2024 PAVEMENT CONDITION RATINGS AND TREATMENT SELECTIONS



Building a Foundation for Starkville's Future

Starkville's roads were assigned a score which reflected the kind of treatment each would need.

RSR 10-9: Defer treatment

RSR 8: Fog seal + TCS 40' interval

RSR 7: Fog seal + TCS 40' interval + 1% patching

RSR 6: Micro surfacing estimate + TCS 10' interval + 1x LCS + 2% patching + stripping estimate

RSR 5: Micro surfacing estimate + scrub seal/micro surfacing estimate + 4% patching + striping estimate

RSR 4: 1.5" overlay estimate + full milling + 6% patching + striping estimate

RSR 3: 2" overlay estimate + full milling + 10% patching + striping estimate

RSR 2-1: 12" full depth reclamation + 4" asphalt overlay + striping estimate

TCS = Transverse crack seal LCS = Longitudinal crack seal Patching = 5" asphalt

Numerous factors went in to figuring out which streets to prioritize. These included traffic considerations, the number of driveways and striping considerations.

Ultimately, a Cost-Benefit Factor (CBF) calculation was used.

$$CBF = ((ADT/Constraint\ Factor) * Life\ Extension) / (Unit\ Cost * RSR*10))$$

Using a CBF calculation helped the City identify where their budget could do the most good.

Keeping the Entire Community Informed

Before work could begin the City needed to get a pavement preservation budget approved. With cost-savings data backed up through the plan conducted alongside Civil-Link, the City presented a clear path for how the money would be spent and the expected outcome.

The City's hard work paid dividends, as once the local Board was sufficiently briefed, they did their part to keep the community informed, too.

“Our elected officials have also been instrumental in spreading the word. Many of them are active on social media and have used those platforms to direct their constituents to the website. Lastly, we use Starkville Alerts, our mass notification system, for updates when busier streets are affected. I send those notices out whenever work is expected on those major routes.”

Cody Burnett, City of Starkville Engineer

Keeping the Entire Community Informed

Starkville recognized that roadwork could be disruptive, so they communicated and educated the local community to help them see the benefits and cost savings of pavement preservation.

“ *Public communication is one of the most important factors in terms of these projects being successful. Setting the right expectation, making sure everyone is in the loop and letting them know, **'You might see a little bit of a delay, but just bear with us. The wait will be worth it.'** Those things really go a long way.* ”

Stephen Kachelman, City of Starkville Project Engineer

Keeping the Entire Community Informed

The City of Starkville went above and beyond the past two years to make sure residents and visitors knew what to expect. Letters, social media posts, website updates, press releases, yard signs with QR code links, a mass notification system called Starkville Alerts and door hangers alerted residents to impending work.

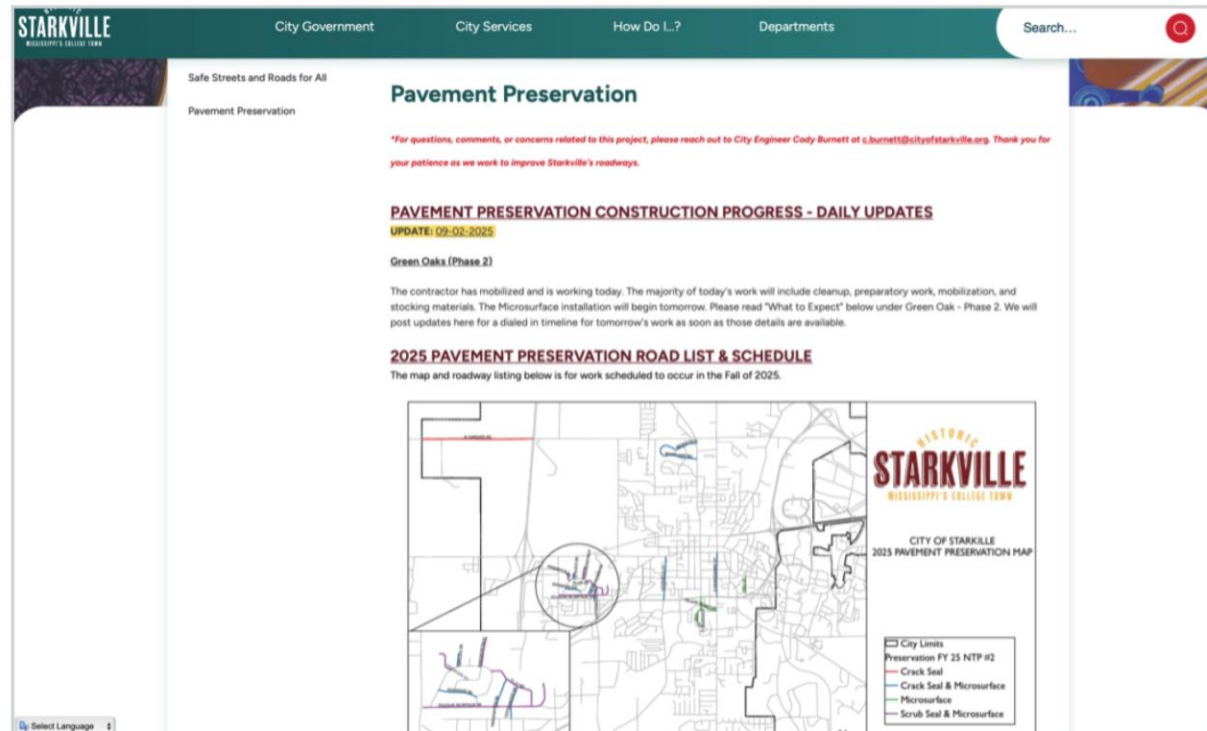
“ I think it really helps if citizens know what’s coming and what to expect before the work begins. One of the things that contributed to our success this year was having printed signs that included basic information and a QR code. We placed those out a few days ahead of the work. The QR code links directly to the Pavement Preservation Landing Page, which not only provides detailed information about the work, but also serves as our daily update hub. Each day I post a live update with the work anticipated for the following day. ”

Cody Burnett, City of Starkville Engineer

Keeping the Entire Community Informed



Neighborhood signs were installed on roads where the construction would take place. The QR codes on these signs directed the public to the Starkville pavement preservation landing page, which provided the community information on the what, when, where and why of the project.



Landing Page

Keeping the Entire Community Informed



From: Cody Burnett <c.burnett@cityofstarkville.org>
Sent: Monday, August 4, 2025 4:36 PM
Subject: [EXTERNAL]2025 Pavement Preservation Road & Lane Closure Notices

The City is preparing to begin its annual pavement preservation project. While most of the preparation work so far has focused on local streets, beginning **August 5, 2025**, work will shift to collector and arterial streets.

This email chain will be used to provide key updates as the project progresses. These closures will also be posted on **Starkville Alerts**. If you have not yet signed up for those notifications, I encourage you to do so [here](#).

For the most current information, please visit our **Pavement Preservation landing page** [here](#), where we will post daily updates. This is also a great resource to share with colleagues, constituents, or clients who may have questions or concerns.

Thank you for your continued patience as we work to improve Starkville's transportation network.

Wednesday, August 5, 2025

South Montgomery Street - Rolling Road Closure (Lampkin Street to Highway 12)
 There will be a rolling closure along South Montgomery Street between Lampkin Street and Highway 12. The contractor will begin on the block between Lampkin and Hogan Streets, then continue south block by block between 8:45 AM and 3:00 PM.

Lampkin Street - Minor Delays (Jackson Street to Fellowship Street)
 Lampkin Street will remain open during this work, but minor delays should be expected as the contractor progresses. This work will continue through the end of the week.

CODY A BURNETT, PE, CFM
 CITY ENGINEER | CITY OF STARKVILLE
 662.323.2525 EXT 3123

Emails

Emails were sent out to all constituents with information on active and upcoming projects. This information included details about road closures, how long to expect delays and any necessary detours.

From: Cody Burnett <c.burnett@cityofstarkville.org>
Sent: Thursday, August 7, 2025 8:18 PM
Subject: [EXTERNAL]Re: 2025 Pavement Preservation Road & Lane Closure Notices

Friday, August 8th, 2025

S. Montgomery Street - Closure (Lampkin Street to Main Street)
 This portion of S. Montgomery Street will be closed from 7:00 AM to 12:00 PM in order to mill the roadway surface and install an asphalt overlay. Thank you for your patience.

CODY A BURNETT, PE, CFM
 CITY ENGINEER | CITY OF STARKVILLE
 662.323.2525 EXT 3123

On Thu, Aug 7, 2025 at 8:38 AM Cody Burnett <c.burnett@cityofstarkville.org> wrote:

Thursday, August 7th, 2025

S. Montgomery Street - Closure (MS-12 to Gillespie Street)
 The contractor will finish Phase 1 of the work this morning from 8:45 A.M. to 10:00 A.M. This block will be fully closed.

S. Jackson Street - Closure (MS-12 to Howard Road)
 This portion of S Jackson will be closed from 10:00 A.M. to 12:00 P.M. for Phase 1 of the preservation work.

Lampkin Street - Delays (Jackson Street to Fellowship Street)
 The contractor milled the existing asphalt completely and is installing the asphalt overlay today. It is expected this work will take today and tomorrow to complete. The road will remain open but delays are expected.

CODY A BURNETT, PE, CFM
 CITY ENGINEER | CITY OF STARKVILLE
 662.323.2525 EXT 3123

On Wed, Aug 6, 2025 at 8:28 AM Cody Burnett <c.burnett@cityofstarkville.org> wrote:

Wednesday, August 6th, 2025

Louisville Street - Rolling Closure (MS-12 to Greensboro Street)
 There will be a rolling road closure along Louisville Street between MS-12 and Greensboro Street. The Contractor will begin on the block between MS-12 and Wood Street, then continue north block by block between 8:45 A.M. and 4:00 P.M.

Lampkin Street - Minor Delays (Jackson Street to Fellowship Street)
 Lampkin Street will remain open during this work, but minor delays should be expected as the Contractor progresses. This work will continue through the end of the week.

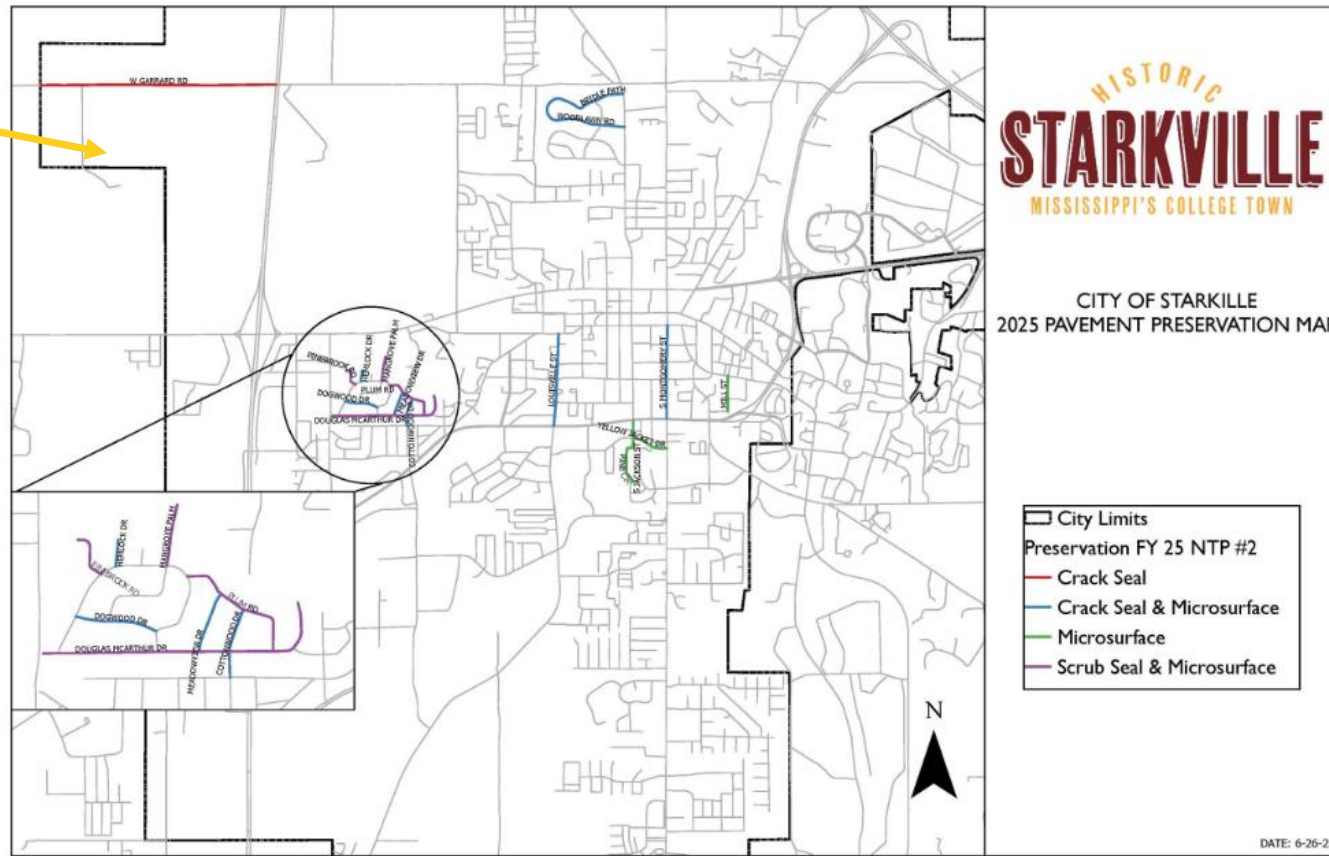
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Keeping the Entire Community Informed

2025 PAVEMENT PRESERVATION ROAD LIST & SCHEDULE

The map and roadway listing below is for work scheduled to occur in the Fall of 2025.

Board
Approved
Map
Listing



“All municipalities know how important public awareness is, but Starkville really went above and beyond in their communication and education of the public. In doing this, they significantly cut down on their phone calls because the public knew what to expect.”

Amy Walker, Ergon A&E Area Sales Manager

“ Watching Starkville learn about and implement strategic pavement preservation planning is exciting. By utilizing a cost-effective approach, Starkville has been able to treat more roads than they would have with their old processes. What Starkville is doing sets them apart from other cities in the state. Preserving their network further saves taxpayer dollars for other projects. In my twenty plus years in the industry, this is the first time I’ve seen educating the public to the level that Starkville has, with the aldermen, local Board and even the Mayor getting involved. This speaks volumes for other cities and counties who want to learn more about best practices of implementing a roadway plan. ”

Amy Walker, Ergon A&E Area Sales Manager

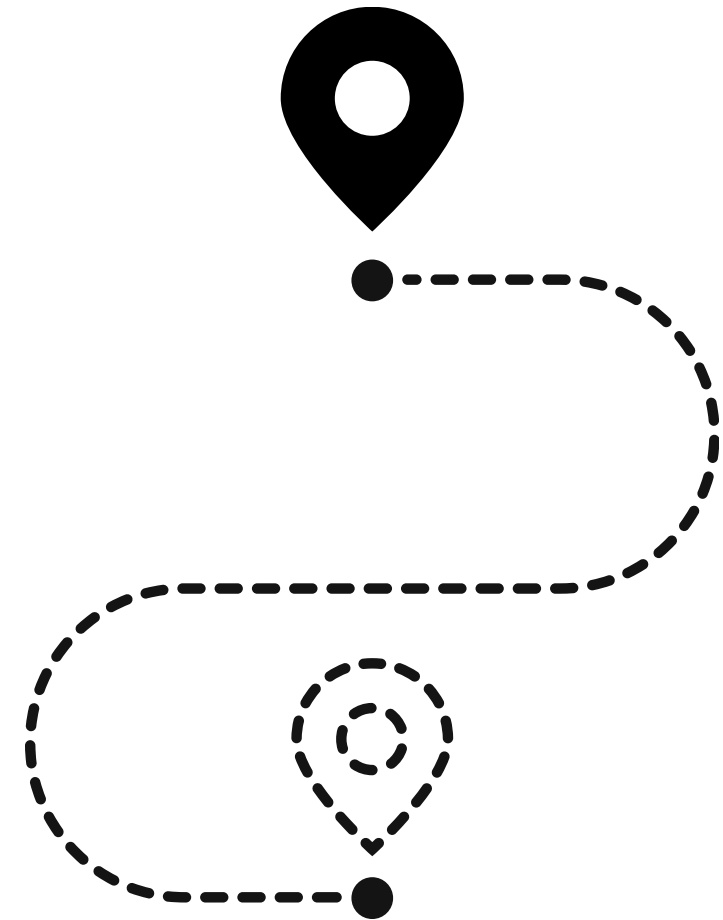
Starkville's Timeline

EARLY 2023

The City of Starkville attended meetings and education sessions on pavement preservation techniques.

MID TO LATE 2023

To prepare for the launch of their city-wide project, Starkville engineers, the local Board, the Mayor and aldermen representatives toured cities throughout Mississippi that had successfully launched pavement preservation programs of their own. These collaborative learning experiences were critical to prepare the City to implement a data-driven, cost-effective pavement preservation program tailored to Starkville's unique infrastructure needs.



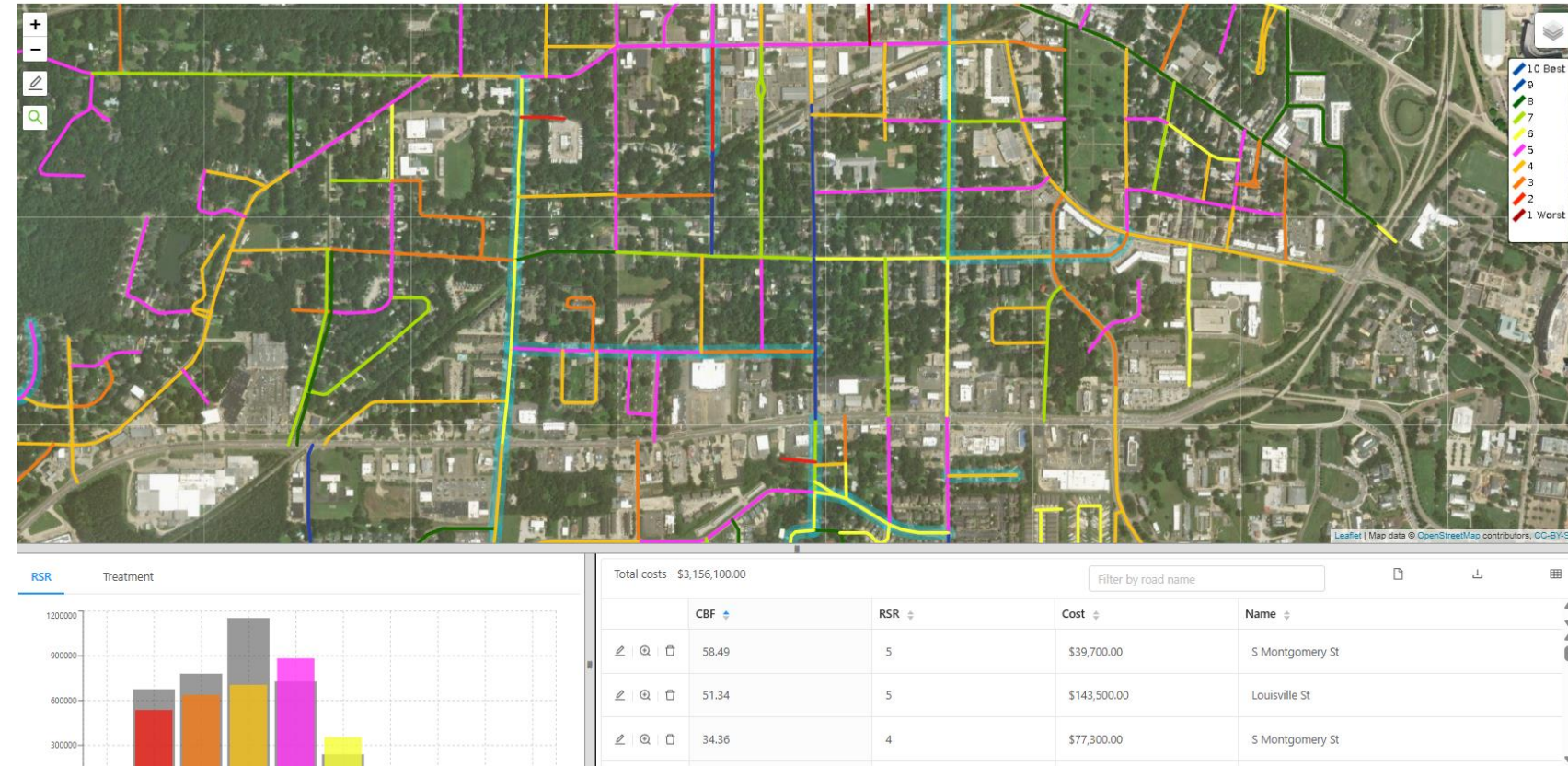
Starkville's Timeline Continued

LATE 2023



Civil engineering firm Civil-Link is brought in to provide a detailed analysis and plan of Starkville's entire roadway network. The surveying tool Civil-Link provided was customized for Starkville and can be adjusted each year as new term bid prices are accepted. The tool provides detailed stats including a cost (based on Starkville's bid term pricing), can be used to allocate a certain amount of money to a specific treatment and lets Starkville know which roads to treat based on a Cost-Benefit Factor formula.

SCREENSHOT FROM CIVIL-LINK PLANNING TOOL FOR STARKVILLE:



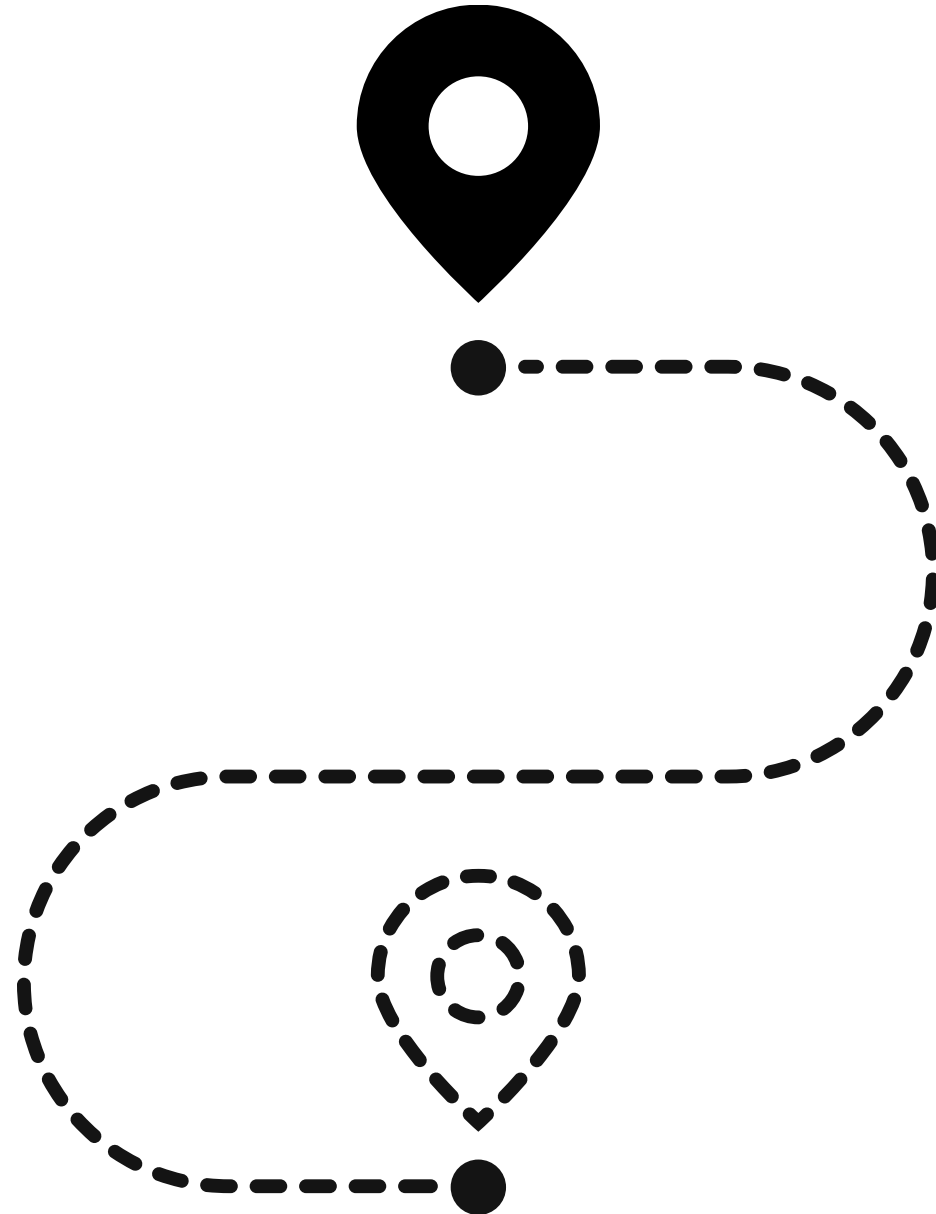
Starkville's Timeline Continued

2024

Roadwork begins, primarily in residential areas.

2025

Work broadens to include major collector streets and larger subdivisions.



Distresses

- Large cracks were treated with crack sealant
- Areas of mass cracking were treated with rejuvenating scrub seal.
- Both crack sealing and rejuvenating scrub seals were used to prevent water from further deteriorating the base.
- The final treatment was a highly modified micro surfacing that was used to provide a smooth, durable final surface.

Expected Results

- Extended pavement life for years to come.
- Smoother and safer driving experiences for local communities.
- Reduced maintenance costs through proactive preservation.
- Minimized downtime thanks to fast, efficient application.
- Improved skid resistance and overall roadway performance.

City-Wide Preservation Benefits and Savings

- To treat every road with traditional mill and overlay annually could cost the City nearly **\$6 million**, at around \$20 per square yard. While this treatment is a reliable, long-term solution, it's simply not feasible to treat every road with mill and overlay — especially roads that don't need that level of maintenance currently.
- With crack seal, rejuvenating scrub seal and highly modified micro surfacing, cracking is addressed and there's no loss of structure like there is with a traditional mill and overlay treatment.



City-Wide Preservation Benefits and Savings

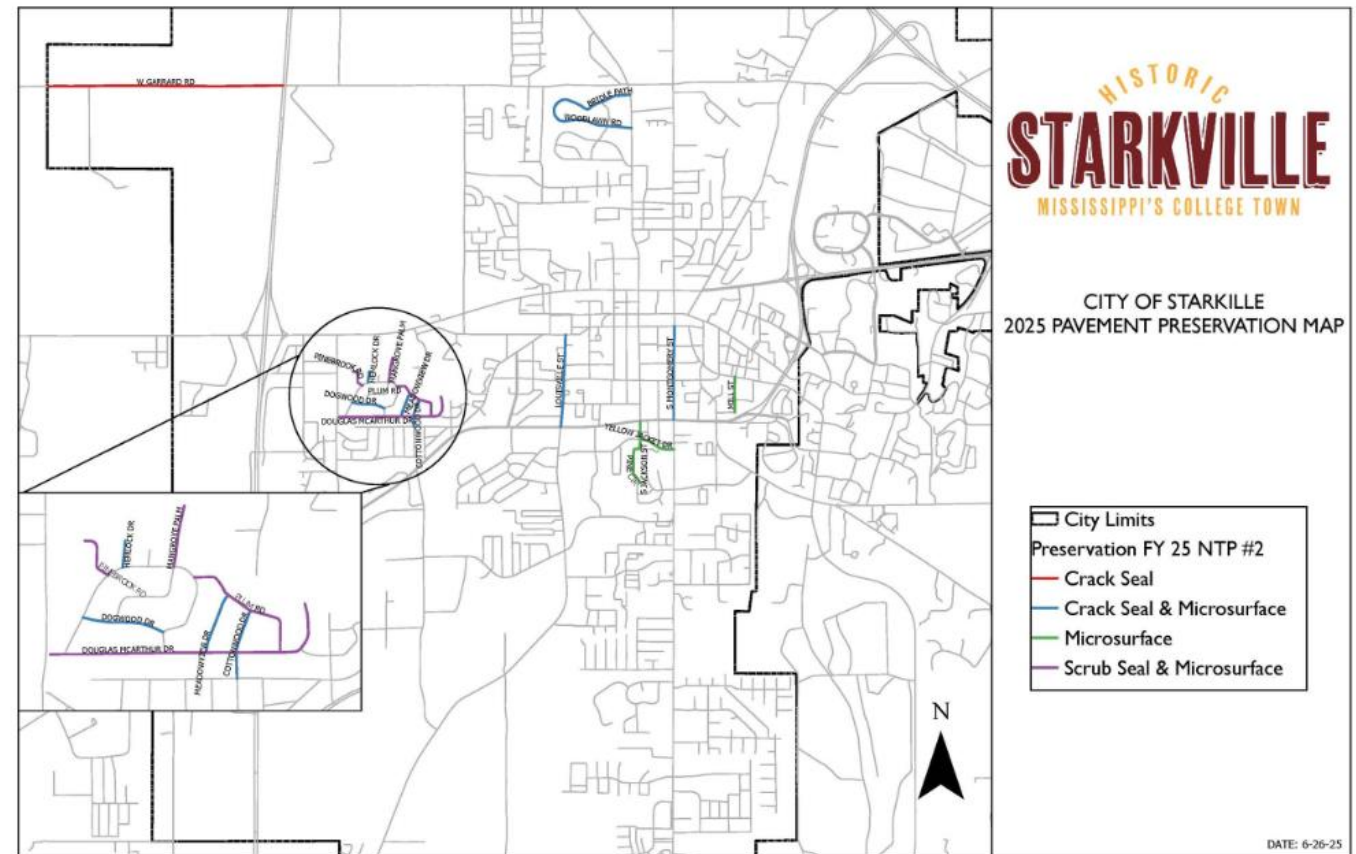
- As further evidence of their commitment to their community, the Starkville Engineering Department opted for high polymerized modified micro surfacing specifically designed to address repeated pressure from both passenger and utility vehicles.
- Under the right conditions, the combination of pavement preservation treatments the City used can stretch streets' lifespan up to 7 to 9 years.
- By applying the right treatment on the right roads at the right time, the City was able to make the most out of their budget. Project Engineer Stephen Kachelman estimates Starkville is increasing roadway lifetimes by 50% at as low as a quarter of the cost.

Major Projects

In 2025, the City of Starkville completed several projects in a variety of neighborhoods using crack seal, highly modified micro surfacing and rejuvenating scrub seal treatments.

2025 PAVEMENT PRESERVATION ROAD LIST & SCHEDULE

The map and roadway listing below is for work scheduled to occur in the Fall of 2025.



2025 Starkville Major Projects

Green Oaks – Phase 1

Treatment: Rejuvenating scrub seal followed by highly modified micro surfacing

Extent: Douglas McArthur Drive, Pinebrook Road, Mangrove Palm and Plum Street

When: mid-August

Duration: 2-5 working days

Green Oaks – Phase 2

Treatment: Crack seal, rejuvenating scrub seal and highly modified micro surfacing

Extent: Douglas McArthur Drive, Pinebrook Road, Mangrove Palm, Plum Street, Dogwood Drive, Hemlock Drive, Meadowview Drive and Cottonwood Drive

When: early to mid-September

Duration: 5-7 working days

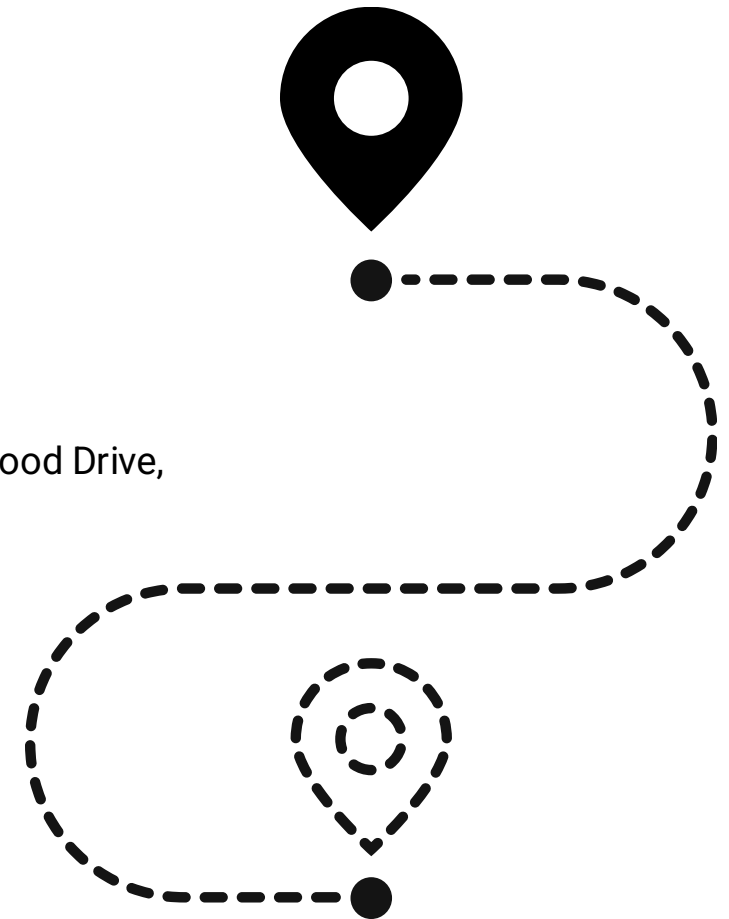
Pine Circle

Treatment: Crack seal and highly modified micro surfacing

Extent: S. Jackson Street to Barnett Drive

When: mid-September

Duration: 1-2 working days



2025 Starkville Major Projects

Plantation Homes

Treatment: Crack seal and highly modified micro surfacing

Extent: Woodlawn Road (Hwy 389 to Bridle Path) and Bridle Path (Hwy 389 to Woodlawn Road)

When: mid-September

Duration: 2-3 working days

South Montgomery Street

Treatment: Crack seal and highly modified micro surfacing

Extent: MS 12 to Lampkin Street

When: early September

Duration: 1-2 working days

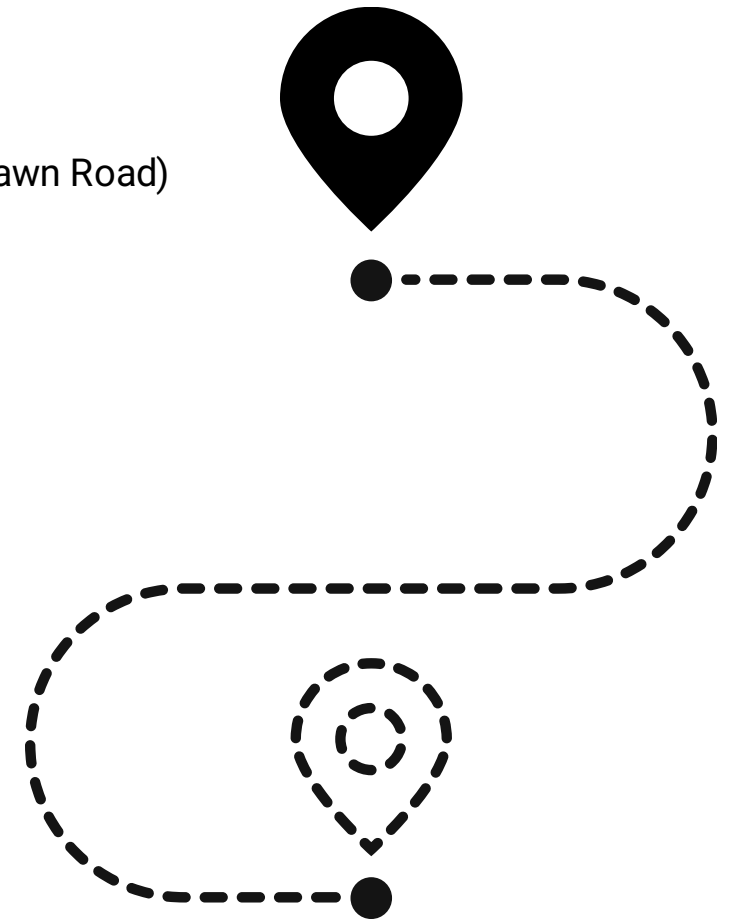
Louisville Street

Treatment: Crack seal and highly modified micro surfacing

Extent: MS 12 to Greensboro Street

When: early September

Duration: 1-2 working days



2025 Starkville Major Projects

Yellow Jacket Drive

Treatment: Crack seal and highly modified, high polymer micro surfacing
 Extent: South Montgomery Street to South Jackson Street
 When: mid-September
 Duration: 1-2 working days

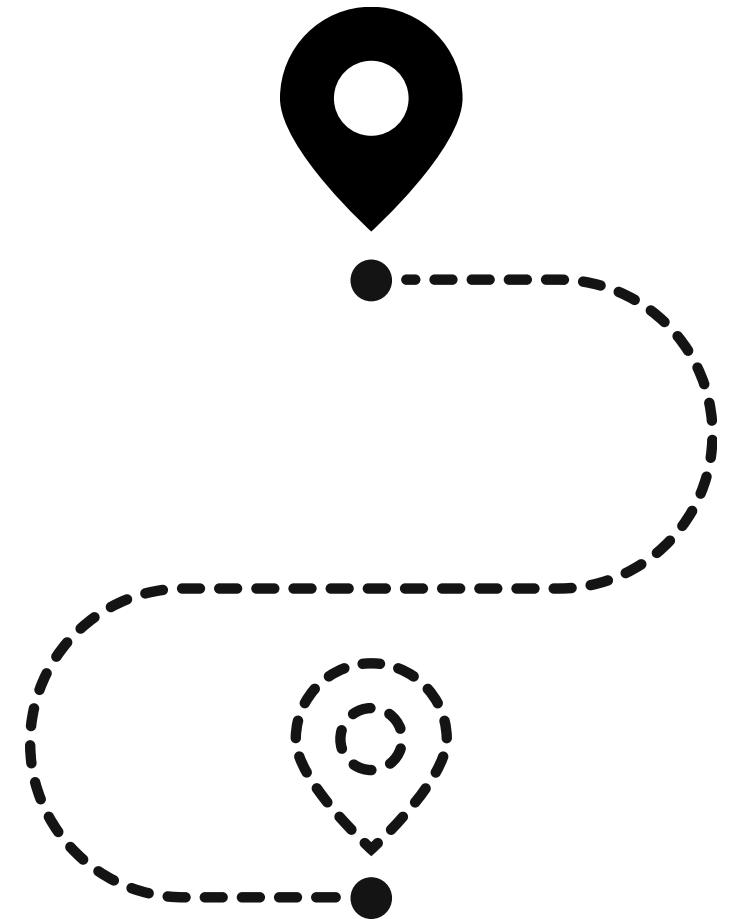
South Jackson Street

Treatment: Crack seal and highly modified, high polymer micro surfacing
 Extent: MS 12 to Pine Circle
 When: mid-September
 Duration: 1-2 working days

Mill Street

Treatment: Crack seal and highly modified, high polymer micro surfacing
 Extent: Russel Street to Cotton Mill Road
 When: late-September
 Duration: 1 working day

All of the above information was available to the community via the City of Starkville's website. Along with details about how long the work would take was specific information on where detours would be, how many lanes would remain open and what each treatment would do for the affected roads.



(COMPLETE) GREEN OAKS – PHASE 1

- **Treatment:** Scrub Seal followed by Microsurface
- **Extents:**
 - Douglas McArthur Drive (Stark to dead end)
 - Pinebrook Road (Plum to dead end)
 - Mangrove Palm (Plum to dead end)
 - Plum Street (Spruce to the east end at Douglas McArthur)
- **When:** Monday, August 11th - Friday, August 15th
- **Duration:** 2 - 5 working days
- **What to Expect:**

This work will be completed in [two phases](#). Phase 1 includes the installation of a **Scrub Seal**, which appears similar to a chip seal and seals all cracks in the surface of the roadway. This critical step prevents water intrusion into the base of the road which leads to premature potholes and structural failures. **This is not the final surface.** Please rest assured that even though the road will appear to be "chip sealed" with rock, this is a necessary first step to achieve the best end result. Once applied, the scrub seal will need one to two weeks to fully cure before applying the final surface. Thank you for your patience during this short period in which the community will need to travel on the scrub sealed road. Please anticipate that there may be some loose rock in the curb and gutter and roadway. This is expected, and we will ensure it is swept and cleaned before the project is complete.

One to two weeks later, Phase 2 will begin which includes the installation of a **Microsurface** which provides a smooth, asphalt-quality ride. The microsurface is installed on top of the previously installed Scrub Seal, creating a two-layer surface.

The microsurface will take a few hours to install, and approximately one hour after installation to cure. If at all possible during the installation and cure time, we ask that citizens keep vehicles off the surface to the greatest extent possible. The contractor will complete one lane at a time so that access is still provided. We understand this can be inconvenient, but keeping vehicles off the surface until it has cured will provide a surface that provides years of benefit. If it is absolutely necessary to drive across a curing microsurface to access your driveway, residents should attempt to pull straight in and out of the driveway, and avoid turning their wheels on the curing microsurface. We greatly appreciate your patience during this process.

(COMPLETE) GREEN OAKS—PHASE 2

- **Treatment:** Crack Seal (complete)/Scrub Seal (complete) and Microsurface
- **Extents:**
 - Douglas McArthur Drive (Stark to dead end)
 - Pinebrook Road (Plum to dead end)
 - Mangrove Palm (Plum to dead end)
 - Plum Street (Spruce to the east end at Douglas McArthur)
 - Dogwood Drive (Plum to Spruce)

Street/Neighborhood-Specific Information

- *Treatment Type*
- *Impacted Roads*
- *Timeline/Duration*
- *What to Expect*

"Complete" Phases



Crack Sealant + Highly Modified Micro Surfacing



Rejuvenating Scrub Seal

Rejuvenating Scrub Seal



Rejuvenating Scrub Seal



Rejuvenating Scrub Seal + Highly Modified Micro Surfacing



Positive Results Throughout the City's Homes and Hubs

- Mass cracking throughout the Green Oaks neighborhood has been repaired with rejuvenating scrub seal. Surface friction has been renewed at a fraction of the cost of traditional mill and fill, and this treatment is expected to extend the life of the treated roads up to 6-7 years.
- Large-scale crack sealing techniques were used to address isolated cracks and to prevent water from further deteriorating the base.
- Highly modified micro surfacing was successfully applied and is expected to extend the service life of treated roads up to 7-9 years. The local community will benefit from enhanced durability and elimination of raveling on these roads.

A Champion for Pavement Preservation

- Following the successful completion of the Green Oaks neighborhood project, the City of Starkville co-hosted a pavement preservation bootcamp with T.L. Wallace Construction, Ergon and Mississippi State University, which included representatives from six engineering consulting firms, 20 cities, 16 counties and two transportation agencies across the region.
- The event's strong participation and positive reception underscored Starkville's proactive approach to building expertise and their position as up-and-coming experts in successful pavement preservation practices. Through this and other initiatives, the City continues to position itself as both a model for effective pavement management and a resource for other communities seeking to advance their own preservation efforts.



The Way to a Smoother Starkville

By committing fully to pavement preservation, the City of Starkville is set for long-term, cost-effective success in maintaining the roads their communities count on.

“I’ve been really impressed with Starkville’s commitment to pavement preservation. They haven’t done anything halfway. And their communities are reaping the benefits because of that, and will be for many years to come.”

Stan Williams, P.E., Ergon A&E Regional Technical Marketing Manager

“We’re excited, not only for the results we’ve already seen, but about the future, too. Our teams see a lot of potential when it comes to the pavement preservation program. It’s going to set us up for a lot of success when it comes to cutting costs while still maintaining quality.”

Cody Burnett, P.E., C.F.M., City of Starkville Engineer

The Environmental Impact: Sustainable Solutions in Action

- The City of Starkville's commitment to long-lasting pavement preservation has undeniable environmental benefits, too.
- Rejuvenating scrub seal uses far less raw material than traditional overlays or extensive reconstruction efforts and produces little to no construction waste during the application process.
- Highly modified micro surfacing, like rejuvenating scrub seal, uses a fraction of the material needed for more traditional treatments. By preventing oxidation and moisture infiltration, this treatment extends pavement life, which in turn reduces the need for large-scale, more environmentally disruptive projects and the associated resource use.
- In addition to using less material, these emulsions use less energy compared to traditional hot mix applications or mill and fills. Less energy used during application directly results in fewer emissions.
- Highly modified micro surfacing uses 50% less energy compared to a mill and fill.

Contact Information

Nominator:

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Nominees:

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Engineering Department
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