

County of Lyon, NV

Case Profile

Population:

48,860

Square miles:

2,431

Median household income:

\$43,324

Form of government:
Council-administrator/
manager

Performance Indicator

- **Paved lane miles assessed in satisfactory condition or better as a percentage of total paved lane miles**

For FY 2006, Lyon County reported that 98.6 percent of its roads were rated in satisfactory or better condition. The mean and median values for all jurisdictions reporting were 79.4 percent and 83.2 percent, respectively.

When asked how the county was able to keep such a high proportion of its roads in good condition, county staff noted two factors:

- A scheduled road maintenance program
- Adoption of a new road-sealing product.

In accordance with the maintenance program, the county's road division director stated that the county works to slurry-seal or chip-seal all roads at least once every five years. He also noted that the county hires a large contingent of temporary workers each summer to perform permanent repairs to road problems that may have received temporary fixes earlier in the year, further promoting good road condition.

Polymer-modified sealant promotes better road condition

Since 2005, the county has been sealing most of its roads with a relatively new polymer-modified pavement sealant product. Lyon County's road division director noted that he has observed the product's unusual ability to appear to heal cracks in road surfaces rather than simply fill them. This healing property can lengthen the life of a road beyond that which simple crack sealing does, which ensures good road condition and may even save money that would otherwise be needed to repave at shorter intervals.

Although the product has been used for only a few years, Lyon County staff anticipate that the polymer-modified sealant will preserve good road condition longer than products that were used previously and perhaps will extend the life of the county's roads overall.

Polymer-modified sealant performs well in many conditions

The product was also chosen because it performs well in a variety of weather conditions. Lyon County is located in the high desert of northwestern Nevada and experiences changing weather throughout the year, with snow in winter and warm, dry conditions in summer. The polymer-modified sealant has been shown to perform well in such changing conditions.

The county also noted that in FY 2006 many miles of new roads constructed as part of new housing subdivisions were brought under county control, thereby boosting the proportion of new roads in the county's inventory.



For additional information about the practices described in this case study, please contact Gary Fried, road division director, at 775/577-5011 or gfried@lyon-county.org.