

**PRESENTED BY  
FLEET ENGINEERING**



**MAINTENANCE AND CONSTRUCTION MANAGEMENT  
CONSULTANTS AND TRAINERS**

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# **PREPARATION WORK FOR CHIP SEALING**

**WHERE DO YOU START?**

**WHERE DO YOU STOP????**

### ASPHALT PAVEMENT RATING FORM

STREET OR ROUTE \_\_\_\_\_ CITY OR COUNTY \_\_\_\_\_

LENGTH OF PROJECT \_\_\_\_\_ WIDTH \_\_\_\_\_

PAVEMENT TYPE \_\_\_\_\_ DATE \_\_\_\_\_

(Note: A rating of "0" indicates defect does not occur)

DEFECTS	RATING	_____
Transverse Cracks .....	0-5	_____
Longitudinal Cracks .....	0-5	_____
Alligator Cracks .....	0-10	_____
Shrinkage Cracks .....	0-5	_____
Rutting .....	0-10	_____
Corrugations .....	0-5	_____
Raveling .....	0-5	_____
Shoving or Pushing .....	0-10	_____
Pot Holes .....	0-10	_____
Excess Asphalt .....	0-10	_____
Polished Aggregate .....	0-5	_____
Deficient Drainage .....	0-10	_____
Overall Riding Quality (0 is excellent; 10 is very poor) .....	0-10	_____
<b>Sum of Defects</b>		_____

Condition Rating = 100 - Sum of Defects  
 = 100 - \_\_\_\_\_

Condition Rating =

Figure 1. Asphalt pavement rating form.



**ALWAYS A TRADE-OFF**

<b>Road Name</b>	<b>From MP</b>	<b>To MP</b>	<b>LENGTH (Mi)</b>	<b>WIDTH (Ft)</b>	<b>AREA (SY)</b>	<b>YEAR PVD</b>	<b>AGE</b>	<b>PSC</b>	<b>PSC LOSS PER YR.</b>
<b>Quail Creek</b>	<b>0.00</b>	<b>0.10</b>	<b>0.10</b>	<b>30.00</b>	<b>1760</b>	<b>2002</b>	<b>6</b>	<b>37.1</b>	<b>10.5</b>
<b>Quail Creek</b>	<b>0.10</b>	<b>0.20</b>	<b>0.10</b>	<b>30.00</b>	<b>1760</b>	<b>2002</b>	<b>6</b>	<b>70.0</b>	<b>5.0</b>
<b>Quail Creek</b>	<b>0.20</b>	<b>0.30</b>	<b>0.10</b>	<b>30.00</b>	<b>1760</b>	<b>2002</b>	<b>6</b>	<b>85.0</b>	<b>2.5</b>
<b>Quail Creek</b>	<b>0.30</b>	<b>0.40</b>	<b>0.10</b>	<b>30.00</b>	<b>1760</b>	<b>2002</b>	<b>6</b>	<b>56.1</b>	<b>7.3</b>
<b>Quail Creek</b>	<b>0.40</b>	<b>0.50</b>	<b>0.10</b>	<b>30.00</b>	<b>1760</b>	<b>2002</b>	<b>6</b>	<b>82.4</b>	<b>2.9</b>
<b>Quail Creek</b>	<b>0.50</b>	<b>0.60</b>	<b>0.10</b>	<b>30.00</b>	<b>1760</b>	<b>2002</b>	<b>6</b>	<b>89.3</b>	<b>1.8</b>
<b>Quail Creek</b>	<b>0.60</b>	<b>0.70</b>	<b>0.10</b>	<b>30.00</b>	<b>1760</b>	<b>2002</b>	<b>6</b>	<b>52.1</b>	<b>8.0</b>
<b>Quail Creek</b>	<b>0.70</b>	<b>0.80</b>	<b>0.10</b>	<b>30.00</b>	<b>1760</b>	<b>2002</b>	<b>6</b>	<b>89.4</b>	<b>1.8</b>
<b>Quail Creek</b>	<b>0.80</b>	<b>0.90</b>	<b>0.10</b>	<b>30.00</b>	<b>1760</b>	<b>2002</b>	<b>6</b>	<b>71.6</b>	<b>4.7</b>

Road Name	From MP	To MP	AREA (SY)	YEAR	AGE	PSC	PSC LOSS PER YR.	Alligat Low (sf)	Alligat Medium (sf)	Alligat High (sf)
Quail Creek	0.00	0.10	1760	2002	6	37.1	10.5	1155	207	0
Quail Creek	0.10	0.20	1760	2002	6	70.0	5.0	165	12	36
Quail Creek	0.20	0.30	1760	2002	6	85.0	2.5	155	9	0
Quail Creek	0.30	0.40	1760	2002	6	56.1	7.3	496	103	70
Quail Creek	0.40	0.50	1760	2002	6	82.4	2.9	130	0	0
Quail Creek	0.50	0.60	1760	2002	6	89.3	1.8	0	0	0
Quail Creek	0.60	0.70	1760	2002	6	52.1	8.0	226	87	279
Quail Creek	0.70	0.80	1760	2002	6	89.4	1.8	0	0	0
Quail Creek	0.80	0.90	1760	2002	6	71.6	4.7	144	0	0
								2471	418	385

# **BASIC CHIP SEAL PREP**

- **CLEAN\_ CLEAN- CLEAN!!!**
- **DRAINAGE REPAIRS**
- **CRACK FILLING**
- **POTHOLE PATCH**
- **PAVEMENT REINFORCEMENT AKA BLADE PATCH**
- **PAVEMENT DIG OUT AND REPLACEMENT**



**YOU WILL NEVER HAVE GOOD  
PAVEMENT IF YOU DON'T HAVE  
GOOD DRAINAGE**



97 3 8

**YOU WILL NEVER HAVE GOOD  
CHIP SEALS IF YOU DON'T  
HAVE CLEAN ROADS**



**IF YOU DON'T TAKE CARE OF  
EDGE DROP-OFFS THE EDGES  
WILL FAIL**



**NOT LIKE THIS!!!**













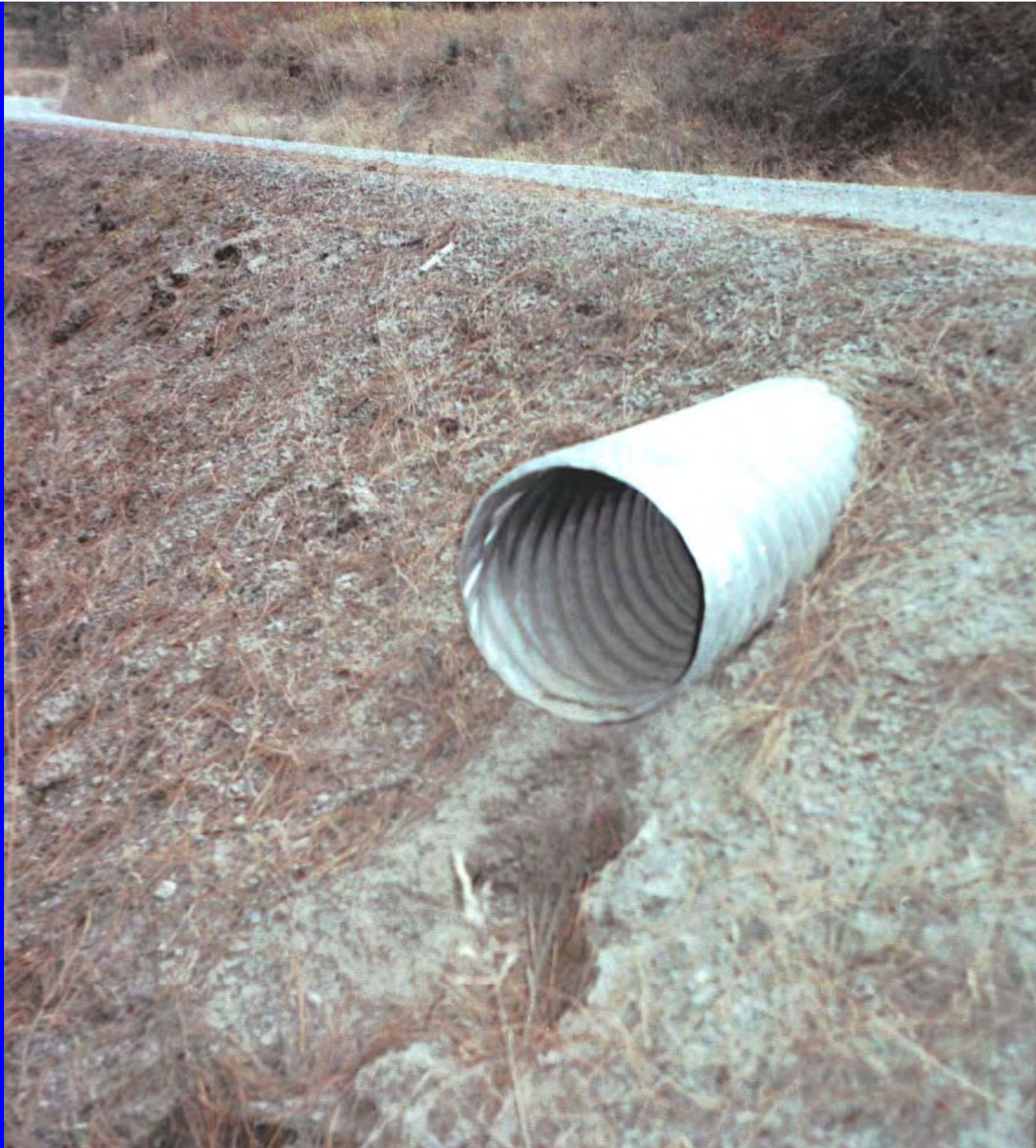






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# CRACK FILLING





# HEAT LANCE

HOT AIR DRIES CRACKS AND REMOVES DEBRIS

3-11-38





**IMPORTANT CRACK FULL  
LOCATION**



**THE MOST IMPORTANT  
CRACK OF ALL!!!**



# PAVEMENT REPAIR



**POOR WORKMANSHIP IS  
HARD ON YOUR PUBLIC  
IMAGE**









**THE LATEST MAGIC ELIXIR IS  
NO SUBSTITUTE FOR GOOD  
WORKMANSHIP!!!**

4 14 '94





















**YOUR WORK MUST LOOK  
PROFESSIONAL**

**OCT, 2004**



## *Road repairs made things worse*

I would like to congratulate the crew that patched Highway 2 from about Camelot to the bridge over Deadman Creek for their efforts in revamping the traffic pattern! Because of the lousy patch job, the highway is now a lot less safe because almost everyone — including law officers I've observed — now drives part way on the shoulder or in the median, or worse yet, partly in the other lane. Very few vehicles are actually driven over the rough patches and then only until they can drive where there are no patches. With the ever-increasing traffic on this portion of highway, these repairs need to be improved or the entire section needs replacing before this traffic hazard becomes deadly!

# POTHOLE REPAIR





**PERMANENT PATCH**



**SEMI-PERMANENT PATCH**

**CLEANING THE HOLE**





**MORE DISCUSSION?**

