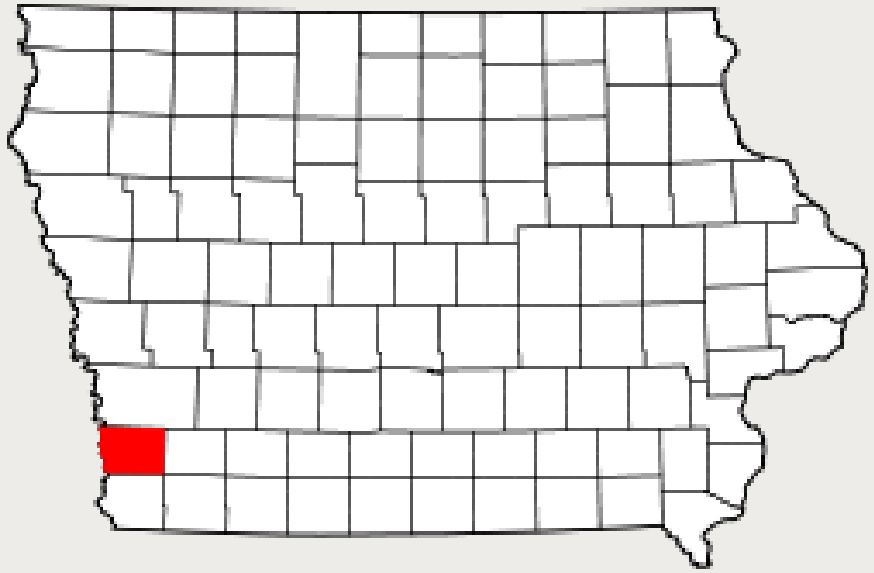
SEAL COAT ROADS

MILLS COUNTY, IOWA



JACOB FERRO, PE

MILLS COUNTY, IOWA



- SECONDARY ROADS: 687 MILES
- SEAL COAT ROADS: 85 MILES
- RECONSTRUCTING APPROX. 10 MILES/YEAR
- BEGINNING TO ADD MORE MILES TO OUR SYSTEM

SEAL COAT

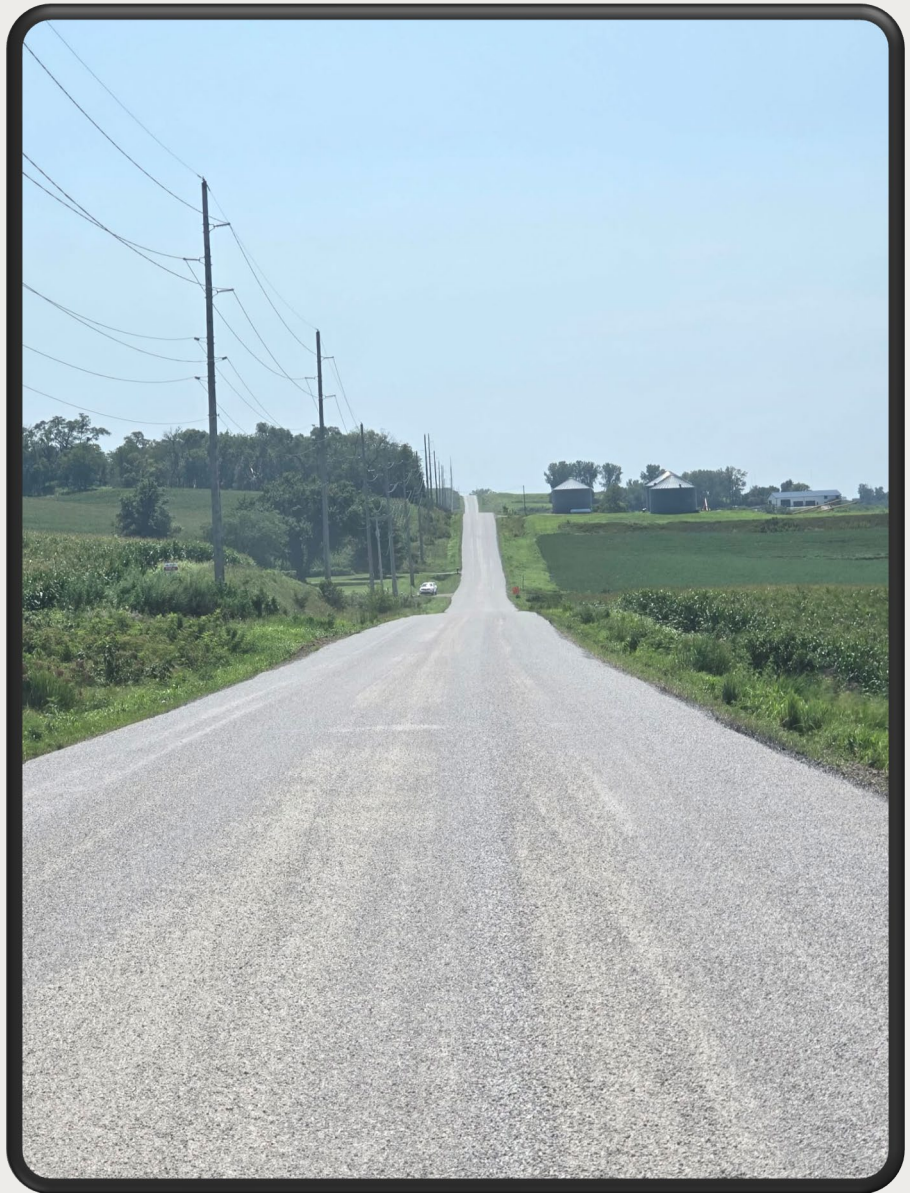
- MC-3000 OIL
- 3/8” WASHED CHIPS – LIMESTONE OR DOLOMITE
- RELIANT ON SOLID BASE
- “HARD SURFACE” NOT PAVEMENT



SEAL COAT

- PROCESS IN A NUTSHELL
  - TEAR UP
  - STABILIZE
  - SHAPE
  - SEAL
- VARYING METHODS – STILL FINE TUNING

"The World Is Your Playground"



METHOD 1

- TEAR UP (YEAR 1)
  - 1000 TON/MILE OF ROCK - LIMESTONE
  - RECLAIM
  - COMPACT
  - LET SIT 1 YEAR
- SINGLE SEAL (YEAR 2)
- SINGLE SEAL (YEAR 3) - COMPLETION

METHOD 2

- TEAR UP (YEAR 1)
  - 1000 TON/MILE OF ROCK – ASPHALT MILLINGS
  - RECLAIM
  - COMPACT
- DOUBLE SEAL (YEAR 1) - COMPLETE

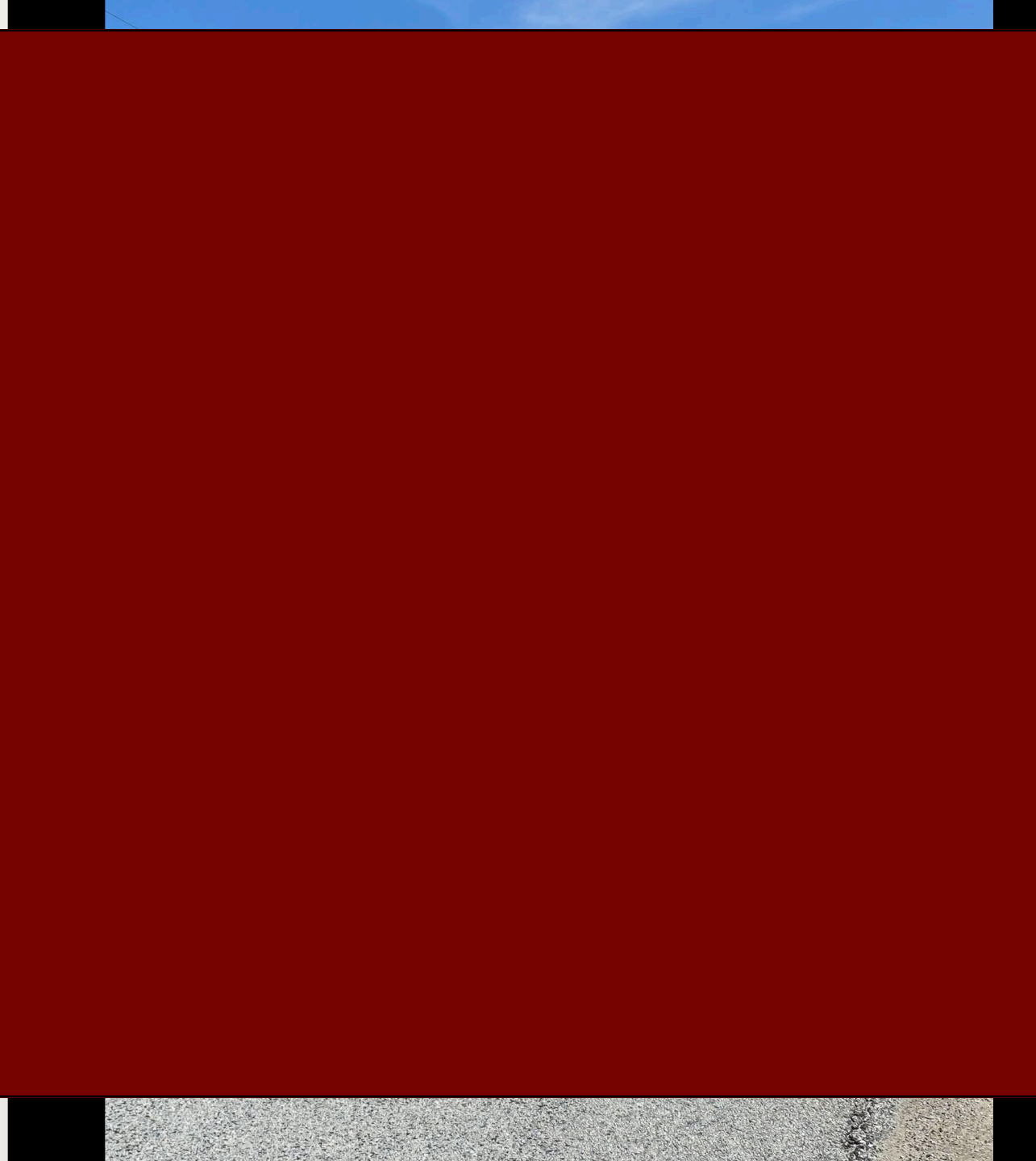
METHOD 3

- TEAR UP (YEAR 1)
  - 1000 TON/MILE OF ROCK – ASPHALT MILLINGS
  - RECLAIM
  - COMPACT
- SINGLE SEAL (YEAR 1)
- SINGLE SEAL (YEAR 2)- COMPLETE

METHOD 4

- TEAR UP (YEAR 1)
  - BASE STABILIZATION PRODUCT – NO ADDITIONAL AGGREGATE
  - COMPACT
- SINGLE SEAL (YEAR 1)
- SINGLE SEAL (YEAR 2)- COMPLETE





BA



OVERALL PROS

- ELIMINATES DUST
- REDUCES MAINTENANCE
- CAN BE COST SAVINGS
- GENERALLY RECEIVED WELL BY THE PUBLIC
- MUCH CHEAPER OPTION THAN FULL DEPTH PAVEMENT

OVERALL CONS

- INCREASED TRAFFIC SPEEDS
- UP FRONT COSTS
- HIGH MAINTENANCE REPAIRS DEPENDING ON THE ISSUE
- PUBLIC'S EXPECTATIONS
  - BACK TO GRAVEL DURING TEAR UP
  - "CAN YOU DO THAT TO MY ROAD!?"
  - PAV'T MARKINGS?
  - REDUCE SPEED LIMIT, ETC.

CONVERTING GRAVEL ROADS INTO SEAL COAT

- ESTABLISH A PROCESS
- DEVELOP COST COMPARISON TOOL
- DISCUSS A REALISTIC PLAN -> BUDGET, MAINTENANCE, LONG TERM GOALS, ETC.

CONCLUSION

- ANOTHER TOOL IN THE TOOLBOX
- INVEST IN STABILIZING THE BASE
- KNOW WHAT TO EXPECT AND BE PREPARED TO HANDLE IT