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DEMO STUDY 1-20-89-543

Placement and Evaluation of a Seal Coat  
Using Emulsified Asphalt

F.M. 2157

Control 1990-1

Erath County

INTERIM REPORT NO. 1  
September 11, 1981

POST CONSTRUCTION PERFORMANCE

A study was made on this project and the information gathered is as follows:

MAJOR PROBLEMS

There were no major distresses or failures found at this time. Bleeding or flushing was one of the major problems encountered. Considering the entire surface of the project, 7.8% of the surface was or had been bleeding. Of this 7.8% the area most effected was in the wheel path. It was found that the bleeding appeared to be caused by the loss of surface aggregate. It was also noted that most all of these places had received a premix overlay for levelup, prior to the application of the Seal Coat.

The asphalt that was applied for the Seal Coat was absorbed by the premix overlay, therefore, allowing the aggregate to shell off or be pushed into the premix overlay causing the area to appear flush.

Other deterrent factors found was the loss of surface aggregate between the wheel paths on areas that were considered dry. Again, considering the entire surface of the project, 4.7% of the area showed approximately 70% loss of aggregate. The asphalt remained on the surface but appeared to be dry, hard and gray in color.

**AUG 06 2014**

A strip map has been prepared and attached showing in detail the above mentioned areas.

### SKID RESISTANCE

As was previously stated in the Initial Report, the Seal Coat was applied on July 29, 30, 1980. On August 11, 1980, a skid test was made on the project in both lanes of travel at one half (1/2) mile intervals. Results are as follows:

EAST BOUND (25 Tests)	WEST BOUND (25 Tests)
LO - 39	LO - 39
HI - 42	HI - 42
AV - 40	AV - 40

On June 15, 1981, another skid test was made at one half (1/2) mile intervals and the results are shown below:

EAST BOUND (26 Tests)	WEST BOUND (27 Tests)
LO - 24	LO - 30
HI - 56	HI - 53
AV - 43	AV - 41

### OBJECTIVES

Waterproofing qualities of the pavement seem to be in good condition. At this point, the objective of the Seal Coat, has been accomplished.

### MAINTENANCE

In mid to later part of February, 1981, after observing shelling of surface aggregate, the local Maintenance Department applied an application of 50% HVMS asphalt mixed with 50% water at the rate of 0.10 gallon per square yard in 8 ft. widths to each travel lane.

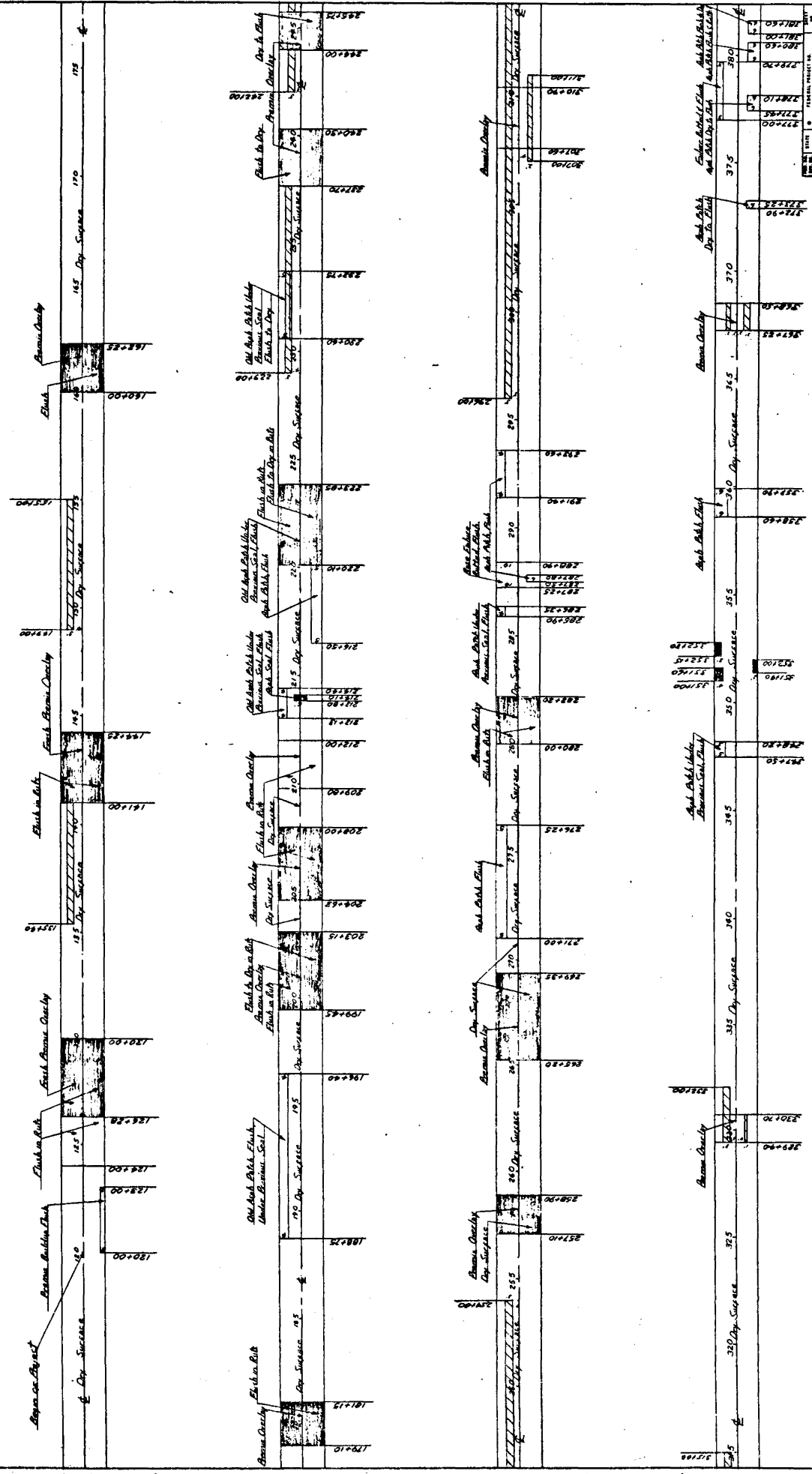
To control bleeding of the surface during the summer of 1981, the Maintenance Department applied approximately 30 cubic yards of Type B Grade (Special) aggregate to the areas of concern. This was done at various times as needed.



REVISED 8-81

LEGEND

- ▬ FLUSH OR BLEEDING SURFACE
- ▨ LOSS OF SURFACE AGGREGATE



Drawn July 1980  
Scale: 1" = 20' Vert.

