

Checklist

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Essential supplies for site supervision;

- PPE as per employers Safety Plan, including comfortable safety boots.
- IAT surface dressing guidelines.
- Sampling containers for emulsion.
- Chip Spreading box.
- Pocket notebook, pens and pencils.
- Sampling bags for chippings.
- Infra red thermometer
- CTRA Road Hardness Probe.
- Camera.

Site Preparation & Design

Necessary preparation work should be planned in advance; pothole repairs should be allowed to cure for 4/6 weeks before Surface Dressing. Verges should be edged and Water cuts and drains cleaned.

A design survey should be carried out some weeks before work is carried out, CTRA tests and texture measurement along with traffic volumes are basic to determining the Surface Dressing technique to be used and application rate of binder and chippings. The site should be walked to pick up any variations in conditions.

Checklist

Before starting

- Is the road suitable for Surface Dressing?
- Is the work being carried out in season?
- Have verges been edged and water cuts and drains cleaned?
- Is the road clean? Has it been swept?
- Are manholes & gullies, valve covers marked and covered?
- Is any exceptional traffic expected e.g. silage harvesting?
- Is the road at the right temperature for Surface Dressing?
- Any wires or branches as a hazard for tipping truck bodies?
- Is all Plant on site?
- Are hand tools, Brushes and shovels where needed?
- Are Traffic Control measures in place?
- What is the expected weather?
- Measure length and width of road?

Sprayer

- Is calibration chart available 9 (to EN12272-1)?
- Is calibration chart in date?
- Is the truck's computer working?
- Is binder at correct spraying temperature?
- Is spray bar pressure correct and consistent?
- Has the spraybar been circulated?
- Cone tests Swirl Jet sprayers only?

Gritter

- Is gritter in place and loaded?
- Self propelled Gritters conveyor belts working?
- Self propelled Gritters hitching to truck?
- Are chippings clean?
- Are chippings over or undersize?
- Are chippings wet, water dripping from trucks/gritter?

Spray Rate

- Is the design spray rate correct?
- Does it need adjustment for local conditions (Page 18 of Guidelines)?

When Spraying

- All these should be checked continuously throughout the day
- Are all jets on spraybar spraying correctly?
- Is Gritter operating correctly?
- After 30/50 m gritted and rolled stop, walk the work and be satisfied that all is well, visually are the application rates of emulsion and chippings correct?
- Check application of chippings by eye.
- Is Gritter keeping up to sprayer?
- Is the roller(s) keeping up to Gritter and getting a minimum of 4 passes on the chippings?
- Is the next truck in place and ready to work?
- Is the edge of the joint OK, Butt Joint or overlap?
- Is the road drying behind you?
- After first strip is finished check it
- Sweep edge of joint.
- Does it require further rolling before trafficking?
- Keep working, checking all the above continuously
- Any sign of weather changing?
- When a section of road is complete maintain traffic control for two hours, more if possible, this is especially critical if the road has been closed to traffic
- Get Sprayer computer printout.
- Does it agree with the design rate when checked against length, width and volume sprayed?
- Complete record sheet.

Aftercare

- When finished does the job look good?
- Watch for stress points at bends, hills, junctions, gateways and shaded areas, these will give an early indication of problems.
- If you are unsure or uncomfortable contact the emulsion supplier for help/advice, quick intervention will save work which is marginal.
- Check the job the next morning and the following day.
- Supervise sweeping, sweep gently, do not use channel brush
- Check again in autumn for early frost damage.
- If a surface Dressing is showing early problems a fog spray can be a very effective remedy, again contact the emulsion supplier for advice.