



NCDOT Pavement Preservation Bulletin Materials and Tests Unit

AST Web App and Double Microsurfacing

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Our Mission

The Pavement Preservation Team:

- attends preconstruction meetings
- provides on-site field assistance
- monitors & updates specifications
- interfaces with industry partners
- investigates new treatments
- hosts workshops for Maintenance & Construction offices.

What is the AST Web App?

- Online form to be completed daily by the Chip Seal Inspector
 - This form replaces the old paper M&T 660 Form
 - Developed by IT with guidance from NCDOT Field Staff and Materials and Tests
 - Housed in the SharePoint and Connect sites of each Chip Seal contract
 - Chip Seal and Fog Seal data can be input
- Note: Microsurfacing is not applicable.



How will this improve AST operations?

After obtaining and inputting aggregate and emulsion applications quantities, the form back-calculates the application rates.

Informs Proposals Engineers the proper application rates for future contracts.

Creates a historical database of aggregate types, applications rates, treated maps, types of seals, and division + statewide quantities.

Where to find the Web App

You can access it multiple ways:

- In Share Plus, click on your contract page (i.e. DI00309). Scroll down and click Inspector Links, then on the next page, click Inspector's Web App.
- In Share Plus or the Connect website, click Construction Projects, then click Construction Resources. Scroll down and click on Construction Inspector's Web App.

[LINK: Inspector's Web App](#)

Save it to your home screen so you are always one click away!



Double Microsurfacing Information

- Scratch course and surface course are placed totaling 32-36 pounds per sq yard.
- On higher traffic routes, a double course system will increase longevity.
- The scratch course will deposit more material in lower areas of the pavement.
- Type III gradation is ideal for the scratch course if the profile needs correction.
- Type II gradation for the surface course provides a smooth ride in residential areas.

Division 11 Double Microsurfacing Contract Number: DK00369

Haymeadow Road (SR 1716) - Wilkes Co.

Pre-Treatment Condition:

- Ruts of variable widths and depths
- Irregular profile
- Little to no cracking
- Oxidation and minor raveling

Pictured below: Haymeadow Rd before treatment.



Pictured above: Applying scratch course.
Inset picture: Scratch course texture.



Pictured above: Applying surface course.
Inset picture: Surface course texture.

Haymeadow Road Project: Benefits

- Ruts were measured with a straight edge before and after treatment; Each lift reduced the ruts by ~1/4".
- The double course system will protect and preserve underlying pavement for 8-10 years, if not longer.
- Pavement texture was restored.
- A dark, uniform surface is now present, which satisfies residents.

If you would like more information about this project or if you would like to let a similar project in your division, reach out to Garrett Lee or David Spainhour, contact information listed below.

Rut Fill or Scratch Course?

A **rut fill course** should be applied when ruts greater than 0.5" are present along your road. (Microsurfacing will not fix subgrade ruts.)

A **scratch course** should be applied when ruts less than 0.5" or minor surface irregularities are present.

Both are Type III gradation and finished with a full width course.

NCDOT's Pavement Preservation Team



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