

Road Treatment Decision Matrix

PAVEMENT CONDITIONS	PARAMETERS	TREATMENTS															
		FOG SEAL	CRACK SEAL	SAND SEAL	STANDARD CHIP SEAL	**DOUBLE CHIP SEAL**	POLYMER MODIFIED CHIP SEAL	SLURRY SEAL	MICRO-SURFACING	***CAPE SEAL***	COLD-IN-PLACE RECYCLE	COLD PLANE WITH HMA OVERLAY	HOT-IN-PLACE RECYCLE	FULL DEPTH RECLAMATION	REFLECTIVE CRACK RELIEF SYSTEM		
TRAFFIC (ADT)	<1000	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	1000-4000	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	>4000	Blue	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
RUTS	<3/8 IN	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	3/8 -1 IN	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	>1 IN	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
CRACKING FATIGUE	LOW	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	MODERATE	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	HIGH	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
CRACKING LONGITUDINAL	LOW	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	MODERATE	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	HIGH	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
CRACKING TRANSVERSE	LOW	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	MODERATE	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	HIGH	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
SURFACE CONDITION	DRY	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	FLUSHING	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	BLEEDING	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	VARIABLE	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
RAVELING	PCC	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	LOW	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	MODERATE	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	HIGH	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
POTHOLES	LOW	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	MODERATE	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	HIGH	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
STRIPPING	MOIST. DAMAGE	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
TEXTURE	ROUGH	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
RIDE	POOR	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
RURAL	MIN TURNING	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
URBAN	MAX TURNING	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
DRAINAGE	POOR	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
SNOW PLOW USE	HIGH	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
SKID RESISTANCE	LOW	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green

 Recommended

 May Be Recommended

 Not Recommended

** Double Chip Seals can include the final layer of chip being fine graded aggregate to lock in larger sized aggregate
 *** Cape Seal can be a combination of chip seal (polymer modified or not) with either Slurry Seal or Micro Surfacing as the top layer
 † Cause of rutting needs to be determined. Plastic deformation or base failure will not be corrected with Micro Surfacing

1). These are broad assumptions; assessment of a given road should take precedence, with special attention to distress(s) causes, and needed repairs before treatment. 2). Adding crack sealing prior to application of Chip Seal, Slurry Seal or Micro Surfacing will enhance the performance of these treatments