

The background features a large, light blue watermark of the Indiana Department of Transportation logo. The logo is circular and contains the text "INDIANA DEPARTMENT OF TRANSPORTATION" around the perimeter. In the center, there is a shield-shaped emblem with icons for an airplane, a train, a car, and a bus. The text "INDIANA DOT" is also visible in the center of the shield.

Indiana DOT Chip Seal Certification Program

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Background

- INDOT constructs ~1,500 lane miles of chip seal each year.
- This work is done with our in-house crews.
 - 6 Districts, each District has equipment and crew



Training

- Various efforts over the years....
- Centrally
 - NCPP Chip Seal training
 - Various NHI courses
 - In-house training (chip seal “kickoffs”)



We still have opportunities for improvement...





Indiana Women's Prison

- Textbook example
 - INDOT Inspector not familiar with process or specs
 - Contractor not familiar with process or specs



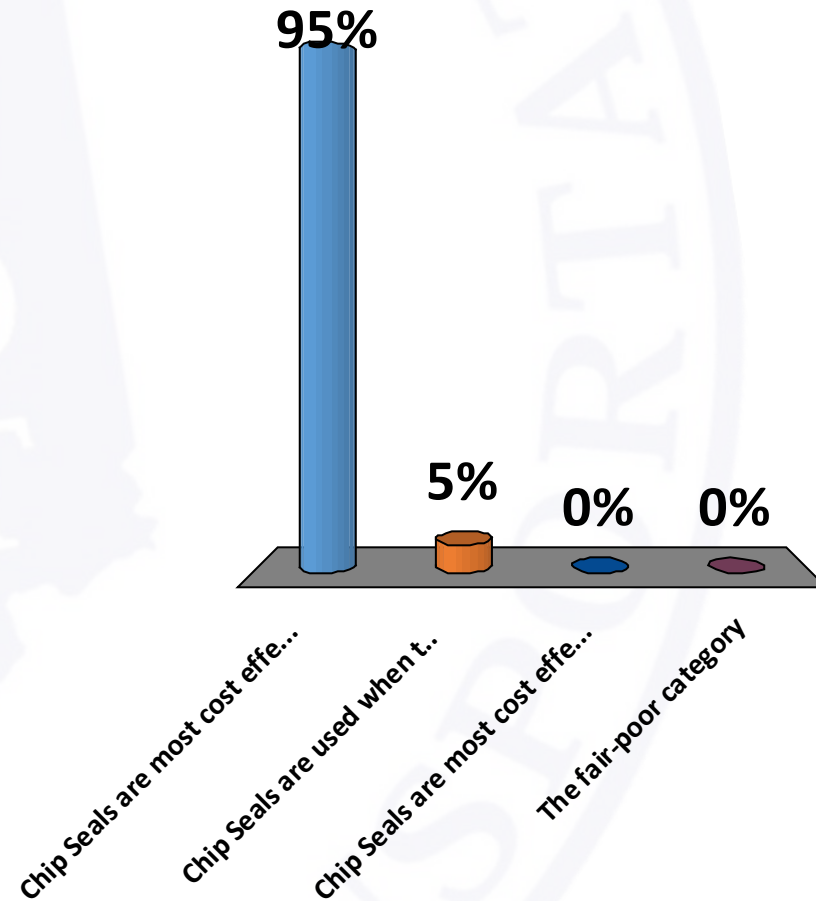
Path to TSP-2 Certification...

- 2017 was a pilot for us
- Conducted 3 “kickoff” training sections
 - 2 Districts per session
 - Trained everyone involved in chip seal program
 - Operators
 - Managers
 - Foremen
 - Identified which people would also go on to be “certified”
 - ~5 per District
 - 36 total
 - Used the ISSA Web Based training as our template
 - Utilized Turning Point “Clickers” so everyone got to answer the knowledge checks
 - Did a final test with the clickers
 - Looked at “grades” on final test to see how well everyone “got it”



Where in the pavement preservation model do chip seals fit in order to be most cost effective?
Select the BEST answer

- A. Chip Seals are most cost effective when a pavement is in the good to fair category
- B. Chip Seals are used when the pavement life is at approx. 12%
- C. Chip Seals are most cost effective as a reactive maintenance measure
- D. The fair-poor category



Path to TSP-2 Certification...

- For the folks that were going to take the certification test
 - Impressed upon them the challenges
 - Made sure they studied their manuals (once we got the right ones!)
- Certification
 - We had 36 take the exam
 - Operators
 - Managers
 - Few CO engineers
 - We decided to certify our folks as “contractors” (80 question exam)
 - ~3 hours “refresher” training provided by Larry Galehouse
 - Actual exam in the afternoon
 - 33 passed
 - Plan for the other 3 is to do some individual training and re-test



QUESTIONS??????

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