

LOW VOLUME ROAD PROJECT REVIEW

Highway Name and Location	SH 103A, Milepost 18.0 - 22.5
Treatment Used	4" Thick Cold-in-Place overlaid with 2" HMA.

2014



2015



2016



LOW VOLUME ROAD PROJECT REVIEW

2017



2018



Condition before treatment						See Below:						
BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond	
16.5	21.5	1982	91	100	99	81	99	0	0	FATG	POOR-0	
21.5	22.5	1982	92	100	100	89	98	0	0	FATG	POOR-0	
Condition after treatment Yr 1						See Below:						
BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond	
18.3	22.5	2013	100	100	100	100	100	0	18	RUT	HIGH	
Condition after treatment Yr 2						See Below:						
BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond	
18.3	22.5	2013	85	100	100	99	100	0	7	IRI	MODERATE	
Condition after treatment Yr 3						See Below:						
BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond	
18.3	22.5	2013	89	97	100	97	100	0	8	IRI	MODERATE	
Condition after treatment Yr 4						See Below:						
BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond	
18.3	22.5	2013	88	100	100	94	100	-1	10	IRI	MODERATE	
Condition after treatment Yr 4						See Below:						
BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond	
18.3	22.5	2013	88	100	100	88	99	-1	6	IRI	MODERATE	

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Condition after treatment Yr 4	See Below:
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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
18.3	22.5	2013	90	100	100	86	100	-1	6	TRAN	MODERATE

Change in DL condition documented:	Average DL increase of ~18 years.
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Treatment	Quantity	Unit	Treatment Area (SY)	Unit Cost	Cost	Calculated Cost (SY)
Hydrated Lime	263	Ton	79,709	\$335.00	\$88,105.00	\$1.11
CIR (4" depth)	79,709	SY	79,709	\$5.75	\$458,326.75	\$5.75
HMA (Gr SX) (75)(PG 58-28) (2")	7,625	Ton	69,311	\$74.50	\$568,062.50	\$8.20
Emulsified Asphalt (CSS-1)	115,578	Gal	79,709	\$3.10	\$358,291.80	\$4.50
Emulsified Asphalt (Slow Setting)	3,467	Gal	34,670	\$2.00	\$6,934.00	\$0.20

Takeaways	<p>Seeing some cracking, which is disconcerting regarding the additional level of treatment (cold in place recycle); however, condition in recycled area is slightly improved over the mill and overlay section lower down the road. Maintenance has performed spot surface seals on this road. After 4 years of performance regularly-spaced transverse cracks have occurred throughout the project. These moderate severity transverse cracks are most likely caused by environmental freeze-thaw factors. These cracks appear to be less severe than the section of 103A from MP 13-18. This site is a prime candidate for a maintenance crack seal, which may add an additional 5 years of DL.</p>
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