

LOW VOLUME ROAD PROJECT REVIEW

Highway Name and Location	SH 103A, Milepost 6.7 to 13.3
Treatment Used	2" Mill and Fill

2015



2016



2017



LOW VOLUME ROAD PROJECT REVIEW

2018



Condition before treatment						See Below:					
BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
6.5	12	1981	74	100	95	68	97	0	4	TRAN	MODERATE
12	13	1983	71	100	98	78	96	0	5	IRI	MODERATE
Condition after treatment Yr 1						See Below:					
BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
5	10	2015	100	100	100	100	100	0	12	FATG	HIGH
10	13	2015	100	100	100	100	100	0	12	FATG	HIGH
Condition after treatment Yr 2						See Below:					
BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
5	10	2015	89	100	100	99	100	-1	10	IRI	MODERATE
10	13	2015	90	100	100	98	100	-1	10	IRI	MODERATE
Condition after treatment Yr 3						See Below:					
BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
5	10	2015	89	100	100	99	100	-1	7	IRI	MODERATE
10	13.3	2015	90	100	100	96	100	-1	7	IRI	MODERATE
Condition after treatment Yr 4						See Below:					
BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
5.1	10.1	2015	90	100	100	98	100	-1	7	IRI	MODERATE
10.1	13.3	2015	90	100	100	95	100	-1	7	IRI	MODERATE
Change in DL condition documented:						Average DL increase of ~8 years.					
Treatment						Quantity	Unit	Treatment Area (SY)	Unit Cost	Cost	Calculated Cost (SY)
Rem of Asphalt Mat (Planing)						142,886	SY	142,886	\$3.50	\$500,101.00	\$3.50
HMA (Gr SX) (75)(PG 58-28) (2-1/2")						19,702	Ton	142,886	\$79.40	\$1,564,338.80	\$10.95
Emulsified Asphalt (Slow Setting)						7,163	Gal	142,886	\$5.70	\$40,829.10	\$0.29
Takeaways						Just completed, high altitude and sharp curves within project limits (up to ~10000 ft). This project is holding up very well, especially when compared to the other LVR projects on 103A. This stretch is at a lower elevation and isn't subjected to as much climate stress as mileposts 13.3 - 22. This site is a prime candidate for a maintenance crack seal, which may add an additional 5 years of DL.					