

LOW VOLUME ROAD PROJECT REVIEW

Highway Name and Location	SH 194A, Milepost 0 to 10.3
Treatment Used	1.5" WMA Overlay

2013



2014



2015



LOW VOLUME ROAD PROJECT REVIEW

2016



2017



2018



Condition before treatment						See Below:						
BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond	
0	5	1986	87	93	99	66	98	0	0	FATG	POOR	
5	10	1986	91	100	99	61	98	0	0	FATG	POOR	
Condition after treatment Yr 1						See Below:						

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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
0	5	2013	100	100	100	100	100	0	15	RUT	HIGH
5	10	2013	100	100	100	100	100	0	15	RUT	HIGH
Condition after treatment Yr 2						See Below:					
BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
0	5	2013	85	100	100	92	100	0	8	IRI	MODERATE
5	10	2013	85	100	100	84	99	0	8	TRAN	MODERATE
Condition after treatment Yr 3						See Below:					
BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
0	5	2013	91	100	100	89	99	0	10	TRAN	MODERATE
5	10	2013	92	100	100	84	99	0	8	TRAN	MODERATE
Condition after treatment Yr 4						See Below:					
BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
0	5	2013	92	100	100	87	99	-1	9	TRAN	MODERATE
5	10	2013	92	100	100	82	99	-1	8	TRAN	MODERATE
Condition after treatment Yr 5						See Below:					
BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
0	5	2013	91	100	100	85	99	-1	9	TRAN	MODERATE
5	10.1	2013	91	100	100	84	98	-1	9	TRAN	MODERATE
Condition after treatment Yr 6						See Below:					
BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
0	5	2013	89	98	100	77	100	-1	7	TRAN	MODERATE
5	10.1	2013	90	100	100	80	98	-1	8	TRAN	MODERATE
Change in DL condition documented:						Average DL increase of ~15 years.					
Treatment						Quantity	Unit	Treatment Area (SY)	Unit Cost	Cost	Calculated Cost (SY)
HMA (Gr SX) (75)(PG 64-22) (1.5") (WMA)						15,679	Ton	154,488	\$77.70	\$1,218,258.30	\$7.89
Emulsified Asphalt (Slow Setting)						8,146	Gal	154,488	\$3.50	\$28,511.00	\$0.18
Takeaways						A thin WMA overlay (1.5") on SH 194 MP 0 to MP 10.3 done in 2013. Bumps from the underlying crack seal formed in the overlay in areas despite the use of WMA, and the transverse cracks quickly reflected back through. Maintenance has already applied a chip seal over a portion of the project.					