

LOW VOLUME ROAD PROJECT REVIEW

Highway Name and Location	US 350A, Milepost 8.3 to 33.3
Treatment Used	Chip Seal w/ Fog Coat, 1.5" Overlay and Milling in Surgical Locations



2013



2014



2015



2016



2017



2018

LOW VOLUME ROAD PROJECT REVIEW

Condition before treatment	See Below:
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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
8.5	12.5	1984	71	100	98	70	94	0	3	TRAN	LOW
12.5	13.9	1997	77	100	98	78	99	0	4	IRI	MODERATE
13.9	14.9	1984	73	100	98	75	93	0	4	TRAN	MODERATE
14.9	20.1	1984	70	99	98	77	92	0	3	IRI	LOW
20.1	21.1	1994	69	100	100	71	87	0	3	TRAN	LOW
21.1	23.1	1984	61	97	90	57	87	0	1	TRAN	LOW
23.1	24.1	1994	61	100	96	66	91	0	2	IRI	LOW
24.1	26.3	1995	71	100	99	79	98	0	3	IRI	LOW
26.3	31.5	1994	67	99	99	73	96	0	3	IRI	LOW
31.5	33.3	1993	70	97	99	74	95	0	3	IRI	LOW

Condition after treatment Yr 1	See Below:
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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
8.6	13.6	2014	100	100	100	100	100	0	13	FATG	HIGH
13.6	18.6	2014	100	100	100	100	100	0	13	FATG	HIGH
18.6	23.6	2014	100	100	100	100	100	0	13	FATG	HIGH
23.6	28.6	2014	100	100	100	100	100	0	13	FATG	HIGH
28.6	33.3	2014	100	100	100	100	100	0	13	FATG	HIGH

Condition after treatment Yr 2	See Below:
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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
8.6	13.6	2014	89	100	100	95	100	0	7	IRI	MODERATE
13.6	18.6	2014	87	100	100	92	99	0	6	IRI	MODERATE
18.6	23.6	2014	88	100	100	95	100	0	6	IRI	MODERATE
23.6	28.6	2014	87	100	100	95	100	0	6	IRI	MODERATE
28.6	33.3	2014	84	100	100	94	100	0	6	IRI	MODERATE

Condition after treatment Yr 3	See Below:
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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
8.6	13.6	2014	88	100	100	94	100	-1	6	IRI	MODERATE
13.6	18.6	2014	87	100	100	90	99	-1	6	IRI	MODERATE
18.6	23.6	2014	90	100	100	94	100	-1	7	IRI	MODERATE
23.6	28.6	2014	89	100	100	94	100	-1	7	IRI	MODERATE
28.6	33.3	2014	84	100	100	91	100	-1	6	IRI	MODERATE

Condition after treatment Yr 4	See Below:
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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
8.6	13.6	2014	88	100	100	86	99	-1	6	TRAN	MODERATE
13.6	18.6	2014	86	100	100	80	96	-1	5	TRAN	MODERATE
18.6	23.6	2014	90	100	100	89	99	-1	7	TRAN	MODERATE
23.6	28.6	2014	89	100	100	88	99	-1	7	TRAN	MODERATE
28.6	33.3	2014	84	100	100	83	98	-1	6	TRAN	MODERATE

Condition after treatment Yr 5	See Below:
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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
8.6	13.6	2014	88	98	100	86	99	-1	9	TRAN	MODERATE
13.6	18.6	2014	86	96	96	80	97	-1	8	TRAN	MODERATE
18.6	23.6	2014	91	98	99	87	99	-1	10	TRAN	MODERATE
23.6	28.6	2014	89	95	100	85	99	-1	9	TRAN	MODERATE
28.6	33.3	2014	85	98	99	81	99	-1	8	TRAN	MODERATE

Change in DL condition documented:	Average DL increase of ~10.
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Treatment	Quantity	Unit	Treatment Area (SY)	Unit Cost	Cost	Calculated Cost (SY)
Rem of Asphalt Mat (Planing)	85,185	SY	85,185	\$1.40	\$119,259.00	\$1.40
HMA (Gr SX) (75)(PG 64-22) (1.5")	22,682	Ton	223,982	\$87.00	\$1,973,334.00	\$8.81
Cover Coat Material (Type II)	341,154	SY	341,154	\$1.30	\$443,500.20	\$1.30
Emulsified Asphalt (CRS-2P)	636	Ton	341,154	\$770.00	\$489,720.00	\$1.44
Emulsified Asphalt (Slow Setting)	12,546	Gal	223,982	\$3.50	\$43,911.00	\$0.20
Takeaways	<p>Project consisted again of a surgical treatment; mill/fill 1.5" in areas of rough ride, 1.5" overlay in areas where ride was not as bad, and no mill or overlay in areas where smoother maintenance overlays were placed. A chip seal with fog coat was placed over the entire project at completion of paving. As indicated in the condition data, the treatment did not affect the transverse cracking to reflect over time. Additional treatment for the transverse cracking should be considered.</p>					