

# LOW VOLUME ROAD PROJECT REVIEW

Highway Name and Location	SH 64A, Milepost 28 to 38
Treatment Used	2" Overlay

2013



2014



2015



LOW VOLUME ROAD PROJECT REVIEW

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
26.6	31.6	1994	73	98	95	70	95	0	3	TRAN	LOW
31.6	35.4	1994	77	98	90	65	94	0	2	TRAN	LOW
35.4	37.3	1994	78	96	88	52	91	0	0	TRAN	LOW
37.3	38.1	1983	79	98	91	65	93	0	7	TRAN	MODERATE

Condition after treatment Yr 1	See Below:
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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
28	33	2014	100	100	100	100	100	0	13	FATG	HIGH
33	38.1	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
28	33	2014	94	100	100	98	100	0	8	IRI	MODERATE
33	38.1	2014	95	100	100	99	100	0	8	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
28	33	2014	94	100	100	93	100	-1	9	TRAN	MODERATE
33	38.1	2014	95	100	100	96	100	-1	10	TRAN	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
28	33	2014	93	100	100	92	99	-1	7	TRAN	MODERATE
33	38.1	2014	94	100	100	94	99	-1	8	TRAN	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
28	33	2014	93	100	100	88	97	-1	6	TRAN	MODERATE
33	38.1	2014	95	100	99	92	97	-1	7	TRAN	MODERATE

Change in DL condition documented:	Average DL increase of 6 to 10.
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Treatment	Quantity	Unit	Treatment Area (SY)	Unit Cost	Cost	Calculated Cost (SY)
HMA (Gr SX) (75)	17,242	Ton	156,750	\$44.50	\$767,269.00	\$4.89
(PG 58-28)	1,034	Ton	156,750	\$400.00	\$413,600.00	\$2.64
Emulsified Asphalt (Slow Setting)	9,047	Gal	313,500	\$3.00	\$27,141.00	\$0.09

Takeaways	The hot mix asphalt on this project appeared "tender" during construction. A solution for this was to place 2-1" lifts rather than a single 2" lift. This solved the tender issue, but Region 3 experienced concerns similar to our SH 139 project, with difficulty achieving compaction in wheel ruts.
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