

LOW VOLUME ROAD PROJECT REVIEW

Highway Name and Location	SH 340, Milepost 1.0 to 7.2
Treatment Used	1" Microsurfacing



2013



2014



2015



2016



2017



2018

LOW VOLUME ROAD PROJECT REVIEW

Condition before treatment 2013	See Below:
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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
1	6	1978	71	95	79	42	88	0	0	TRAN	POOR
6	7.8	1978	75	97	86	62	94	0	7	TRAN	MODERATE

Condition after treatment Yr 1 -2014	See Below:
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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
0	5	2014	100	100	100	100	100	0	13	FATG	HIGH
5	9	2014	100	100	100	100	100	0	13	FATG	HIGH

Condition after treatment Yr 2 - 2015	See Below:
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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
0	5	2014	82	100	96	67	91	0	3	TRAN	LOW
5	9	2014	83	98	95	68	90	0	3	TRAN	LOW

Condition after treatment Yr 3 - 2016	See Below:
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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
0	5	2014	82	99	98	64	90	-1	2	TRAN	LOW
5	6.8	2014	84	100	100	54	85	-1	1	TRAN	LOW

Condition after treatment Yr 4 - 2017	See Below:
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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
0	2	2014	82	99	96	79	91	-1	5	TRAN	MODERATE
2	5	2016	87	100	100	87	93	-1	6	TRAN	MODERATE
5	6	2014	83	100	100	78	86	-1	7	TRAN	MODERATE

Condition after treatment Yr 5 - 2018	See Below:
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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
0	2	2014	81	98	87	78	94	-1	4	TRAN	MODERATE
2	5	2016	86	100	96	86	94	-1	6	TRAN	MODERATE
5	6	2014	83	100	90	76	90	-1	7	TRAN	MODERATE

Change in DL condition documented	Average DL increase of ~10 years.
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Treatment	Quantity	Unit	Treatment Area (SY)	Unit Cost	Cost	Calculated Cost (SY)
Micro-Surfacing Seal Coat	3,298	Ton	124,972	\$171.50	\$565,607.00	\$4.53

Takeaways	<p>Although this section is not a Low Volume Road, it was treated as a low volume road due to minor amount of truck traffic. It was planned as two 3/8" lifts throughout the project with numerous locations receiving three 3/8" lifts and some receiving even more. Prior to this project, we studied microsurfacing, and we were confident that this section would be completed similar to others that we heard about; able to open to traffic within hours of paving, consistent mix with minor constructability issues, able to provide pavement structure with a thin lift, and able to easily fill ruts up to 1". This is not what we experienced during construction. The surface contained numerous tire marks from turning motions referred to as "power steering marks" up to three days after opening it up to traffic. It appeared not to fully setup for up to four days. This treatment has a lot of potential but we don't currently desire to attempt this treatment anytime soon due to the constructability issues that we experienced.</p>
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