

LOW VOLUME ROAD PROJECT REVIEW

Highway Name and Location	SH 149A, Milepost 42.4 to 56
Treatment Used	3" HIPR with Chip Seal



2013



2014



2015



2016



2017



2018

LOW VOLUME ROAD PROJECT REVIEW

Condition before treatment 2012 See Below:

BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
42	47	1986	74	100	77	69	89	0	0	FATG	POOR
47	49	1984	70	96	59	65	92	0	0	FATG	POOR
49	54	1993	76	99	85	65	89	0	0	FATG	POOR
54	55	1993	79	100	65	71	94	0	0	FATG	POOR
55	60	1995	77	100	76	66	90	0	0	RUT	POOR

Condition after treatment Yr 1 -2013 See Below:

BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
42	47	2013	100	100	100	100	100	0	18	RUT	HIGH
47	52	2013	100	100	100	100	100	0	18	RUT	HIGH
52	56	2013	100	100	100	100	100	0	18	RUT	HIGH

Condition after treatment Yr 2 - 2014 See Below:

BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
42	47	2013	77	100	100	89	100	0	8	IRI	MODERATE
47	52	2013	73	100	100	76	100	0	7	IRI	MODERATE
52	56	2013	71	100	96	75	99	0	5	IRI	MODERATE

Condition after treatment Yr 3 - 2015 See Below:

BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
42	47	2013	84	100	100	75	99	0	6	TRAN	MODERATE
47	52	2013	79	100	100	61	96	0	3	TRAN	LOW
52	56	2013	79	100	100	69	98	0	4	TRAN	MODERATE

Condition after treatment Yr 4 - 2016 See Below:

BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
42	47	2013	80	100	100	64	97	-1	4	TRAN	MODERATE
47	52	2013	72	100	100	45	91	-1	0	TRAN	LOW
52	56	2013	73	100	100	58	95	-1	2	TRAN	LOW

Condition after treatment Yr 4 - 2016 See Below:

BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
42.2	47.2	2013	78	100	100	46	91	-1	0	TRAN	LOW
47.2	52.2	2013	70	100	96	28	83	-1	0	TRAN	LOW
52.2	56	2013	72	100	99	39	90	-1	0	TRAN	LOW

Condition after treatment Yr 4 - 2016 See Below:

BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
42.2	47.2	2013	76	100	94	45	96	-1	0	TRAN	LOW
47.2	52.2	2013	69	96	82	16	97	-1	0	TRAN	LOW
52.2	56	2013	72	98	92	34	97	-1	0	TRAN	LOW

Change in DL condition documented Average DL increase of ~18 years.

Treatment	Quantity	Unit	Treatment Area (SY)	Unit Cost	Cost	Calculated Cost (SY)
Furnish HMA	2,914	Ton	194,266	\$65.00	\$189,410.00	\$0.98
Heating and Remixing Treatment (3" depth)	194,266	SY	194,266	\$7.75	\$1,505,561.50	\$7.75
Cover Coat Material (Type I)	3,565	Ton	285,200	\$25.00	\$89,125.00	\$0.31
Emulsified Asphalt (CRS-2P)	619	Ton	285,200	\$150.00	\$92,850.00	\$0.33
Asphalt Rejuvenating Agent	11,659	Gal	194,317	\$4.00	\$46,636.00	\$0.24

Takeaways	Due to remote location, no contractors were willing to supply material for a treatment less than 2". Treatment was changed to 3" Hot-In-Place, so that contractors would not have to supply HMA. Compaction was difficult to achieve due to inconsistent pavement depths. A 3" mill & fill would have been preferred, but this exceeds acceptable depths on Low Volume Roads. This section is experiencing early transverse cracking, so timely cracksealing will be important.
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