

LOW VOLUME ROAD PROJECT REVIEW

Highway Name and Location	SH 71D, Milepost 138.08 to 154.5
Treatment Used	Chip Seal

2015



2016



2017



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2018



Condition before treatment 2014 See Below:

BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
138	143	2005	88	100	100	99	100	0	9	IRI	MODERATE
143	148	2005	88	100	100	99	99	0	9	IRI	MODERATE
148	153	2005	88	100	100	99	98	0	9	IRI	MODERATE
153	155	2005	87	100	99	98	98	0	9	IRI	MODERATE

Condition after treatment Yr 1 -2015 See Below:

BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
138	143	2015	100	100	100	100	100	0	13	FATG	HIGH
143	148	2015	100	100	100	100	100	0	13	FATG	HIGH
148	153	2015	100	100	100	100	100	0	13	FATG	HIGH
153	155	2015	100	100	100	100	100	0	13	FATG	HIGH

Condition after treatment Yr 2 - 2016 See Below:

BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
138	143	2015	95	100	100	99	100	-1	8	IRI	MODERATE
143	148	2015	94	100	100	99	100	-1	8	IRI	MODERATE
148	153	2015	95	100	100	99	100	-1	8	IRI	MODERATE
153	155	2015	93	100	100	99	100	-1	8	IRI	MODERATE

Condition after treatment Yr 3 - 2017 See Below:

BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
138	143	2015	95	100	100	99	100	-1	8	IRI	MODERATE
143	148	2015	94	100	100	97	99	-1	8	IRI	MODERATE
148	153	2015	95	100	100	97	99	-1	8	IRI	MODERATE
153	154.5	2015	93	100	100	95	98	-1	8	TRAN	MODERATE

Condition after treatment Yr 4 - 2018 See Below:

BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
138	143	2015	95	100	100	98	100	-1	8	IRI	MODERATE
143	148	2015	95	100	100	97	99	-1	8	IRI	MODERATE
148	153	2015	95	100	100	95	98	-1	8	TRAN	MODERATE
153	154.5	2015	93	100	100	94	98	-1	8	TRAN	MODERATE

Change in DL condition documented Average DL increase of ~4 years.

Treatment	Quantity	Unit	Treatment Area (SY)	Unit Cost	Cost	Calculated Cost (\$Y)
Cover Coat Material (Type I)	308,327	SY	308,327	\$2.05	\$632,070.35	\$2.05
Emulsified Asphalt (CRS-2P)	734	Ton	308,327	\$205.00	\$150,470.00	\$0.49

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Takeaways	<p>This segment is technically Medium Volume due to trucks (280), but the total AADT 990) is in the Low Volume category.</p> <p>Region 4 anticipates that this will be a worthwhile chipseal. It's too early to quantify effectiveness, but the chip seal looks good and construction went well.</p> <p>This road had a Full Depth Reclamation with a 5.25" overlay in 2005. With a DL=9, this is the perfect time for preventive maintenance (keeping good roads in good condition with inexpensive, timely treatments).</p> <p>Prior to this chip seal, there were few to no cracks in this roadway (10 years in) which is a testament to why Full Depth Reclamation should be used as a highly cost efficient rehab technique for lower/medium volume roads (even though it's currently not allowed). This is more of a PM Chip if anything else and good management of how to keep a Low/Medium volume road that is already in good shape in continuing good shape. If all of our lower volume network was brought up to good shape before we instituted these low volume restrictions we would likely be able to maintain things better than we are currently tied to by policy. Construction funds to rehabilitate all low volume roads remain unavailable.</p>
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