

LOW VOLUME ROAD PROJECT REVIEW

Highway Name and Location	SH 59B, Milepost 98.5 to 106.7
Treatment Used	1" ST Mix with a Leveling Course

2015



2016



2017



LOW VOLUME ROAD PROJECT REVIEW

2018



Condition before treatment 2014 See Below:

BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
99	100	1974	76	100	91	74	96	0	4	TRAN	MODERATE
100	105	1994	72	100	82	70	99	0	3	TRAN	LOW
105	107	1983	76	96	97	84	96	0	4	IRI	MODERATE

Condition after treatment Yr 1 -2015 See Below:

BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
99	104	2015	100	100	100	100	100	0	13	FATG	HIGH
104	107	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
98.5	104	2015	89	100	97	92	99	-1	7	TRAN	MODERATE
104	107	2015	86	94	99	88	99	-1	6	IRI	MODERATE

Condition after treatment Yr 3 - 2017 See Below:

BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
98.5	103.5	2015	89	100	98	83	99	-1	6	TRAN	MODERATE
103.5	107	2015	86	95	100	86	98	-1	6	TRAN	MODERATE

Condition after treatment Yr 4 - 2018 See Below:

BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_Idx	Cond
98.5	103.5	2015	89	100	95	80	100	-1	5	TRAN	MODERATE
103.5	107	2015	86	97	97	80	98	-1	5	TRAN	MODERATE

Change in DL condition documented Average DL increase of ~9 years.

Treatment	Quantity	Unit	Treatment Area (SY)	Unit Cost	Cost	Calculated Cost (\$Y)
HMA (Gr ST) (75)(PG 64-22)	4,047	Ton	73,582	\$116.00	\$469,452.00	\$6.38

Takeaways	<p>This segment is technically Medium Volume due to trucks (180), but the total AADT (710) is in the Low Volume category. This project is too new to quantify effectiveness. The ST mix is new to Region 4, and Region 4 is encountering difficulties achieving specified densities. The specified voids in the mix are not being achieved due to unfamiliarity with the mix. Additional research will be required to identify the core reasons that specified densities are not being achieved. The use of a thin treatment over a heavily crack filled road, which this was, required an additional HMA leveling course (extra costs). Thin treatments directly on heavily crack sealed roadways would not be advised.</p>
-----------	--