

LOW VOLUME ROAD PROJECT REVIEW

Highway Name and Location	SH 145A, Milepost 24 to 39
Treatment Used	Maintenance Patching followed by Surface Treatment Double Chip Seal

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
21.34	25.91	1995	87	100	100	76	91	0	6	TRAN	MODERATE
25.91	30.91	1998	89	100	100	75	83	0	6	TRAN	MODERATE
30.91	35.91	1998	88	100	96	66	82	0	4	TRAN	MODERATE
35.91	38.9	1998	88	100	94	80	86	0	7	TRAN	MODERATE

Year of Treatment Condition Reset	See Below:
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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
23	28	2016	100	100	100	100	100	-1	12	FATG	HIGH
28	33	2016	100	100	100	100	100	-1	12	FATG	HIGH
33	38	2016	100	100	100	100	100	-1	12	FATG	HIGH

Condition after treatment Yr 1	See Below:
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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
23	28	2016	85	99	100	91	97	-1	7	IRI	MODERATE
28	33	2016	89	99	100	98	99	-1	8	IRI	MODERATE
33	38	2016	89	100	100	98	100	-1	8	IRI	MODERATE

Condition after treatment Yr 2	See Below:
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BMP	Emp	Year	Iri	Rut	Fatg	Tran	Long	Crbk	DL	DL_idx	Cond
23	28	2016	85	99	98	82	91	-1	7	TRAN	MODERATE
28	33	2016	89	100	100	86	93	-1	8	TRAN	MODERATE
33	38	2016	89	100	99	84	93	-1	7	TRAN	MODERATE

Change in DL condition documented:	Average DL increase of ~6 years.
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Treatment	Quantity	Unit	Treatment Area (SY)	Unit Cost	Cost	Calculated Cost (SY)
Cover Coat Material (Type I)	396,036	SY	396,036	\$0.65	\$257,423.40	\$0.65
Cover Coat Material (Type II)	396,036	SY	396,036	\$0.68	\$269,304.48	\$0.68
Emulsified Asphalt (CRS-2P)	372,274	Gal	396,036	\$1.85	\$688,706.90	\$1.74
Emulsified Asphalt (Slow Setting)	31,366	Gal	396,036	\$1.80	\$56,458.80	\$0.14

Takeaways	<p>This section of highway is technically Medium Volume by Trucks (180), but Low Volume for AADT (1700 vehicles). This is another partnering effort between Maintenance and Materials. This summer, Maintenance is patching this stretch of highway to prepare it for Surface Treatment's double chip seal in 2016. Maintenance pre-patching is expected to be a cost-effective way to stretch thin treatments on Low Volume Roads and ensure their durability. Maintenance patching is going well, they are milling out a very bad longitudinal joint and patching it. The double chip seal is scheduled for next Summer.</p>
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