Local Highway Technical Assistance Council

Improving Asphalt Pavement on the Local System

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Administrator

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Idaho’s Local Roadway System

Local Transportation System
- Lane Miles (includes unpaved) ........................................ 63,607
- Bridges > 20 Feet Long ............................................. 2,375
  (702 of which are 50+ years of age)
- Square Feet of Local Bridge Deck .................. 5.7 million

Local Rural Highways
Overview
Funding Sources

- LHTAC Grant Program
  - Local Rural Highway Investment Grant (no Federal-aid rules)
- Federal-aid Programs
  - Local Rural
  - Local Urban
  - Safety
  - Federal Lands Access
  - Emergency Relief
- Local Sources
  - Highway Distribution Account
    - New H312 Revenue
  - Local property taxes and levies

The Goal

- Cost Effective, High Quality, Durable
Roadway Condition

- Always consider alternatives to pre-patching and crack filling
  - Recycled Base
    - $1.00 – $2.00 SY
  - Partial depth reclamation
  - Fiber reinforcement
  - Pavement Edge Slope
  - 3x Nominal Aggregate size

Asphalt Binder

- For all projects consider commonly available base stock
  - 58-28, 64-22
- Understand Design
  - LTTP Bind
  - Anti-Strip
  - Warm Mix
  - Evotherm – M
  - LOF 65-00
  - Foaming

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- Crude Oil
- High Quality Crude Oil
- Modifier Required
Mix Design

- Consider strategies to lower cost when working in remote or smaller entities
  - Mix design costs vs. available design
  - Time for mix design
  - Existing road condition
    - Good condition
    - Patch existing
    - Crack sealing
    - Recycled base
    - Partial depth reclamation

Workmanship

- Training for inspection and construction staff
  - Through LHTAC T2 Center
  - Idaho AGC
  - On the job training
Local Project

- Ola Highway, Gem County
  - Overlay
  - Limited Recycled Asphalt Base Stabilization
  - Partial Full Depth Reconstruction

½” SP-2, PG 64-28
45% RAP
0.5 Anti-Strip
5.3% asphalt
0.15’ single lift
Compaction temp 326 - 303

Crack Filler Expansion
Warm Mix Solution

- Acts as an anti-strip
- Lowers compaction temperature between 30 and 60 degrees
- Added approximately $3.60 per ton
- Heat cost savings

Very Successful
Temperature control critical

Local Project

- Yale Road, Burley HD
  - 2.14 mile reconstruction and realignment

\(\frac{3}{4}\)" SP-2, PG 58-28 WMA
28% RAP
0.56 Evotherm
5.7% asphalt
0.33' in 2 courses
Compaction temp 245-253
Haul 20 miles
When designing local roadway paving consider efficiencies to minimize cost.
- Warm mix will have a positive impact in many cases.
  - Overlays with crack seal
  - Long haul
  - Replace anti-strip
  - Workability
Closeout

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