Local Highway Technical Assistance Council

Improving Asphalt Pavement on the Local System

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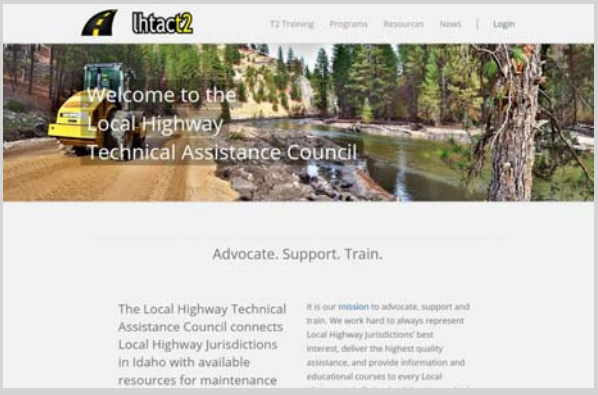
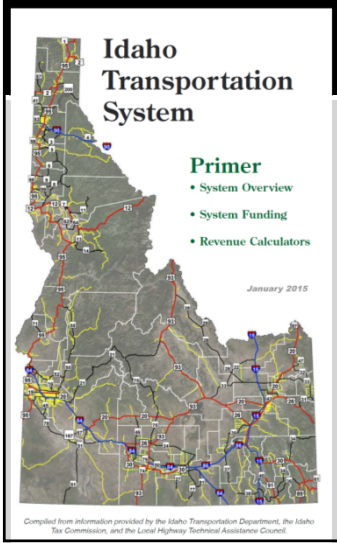


Idaho's Local Roadway System



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

Low Temperature, °C \ High Temperature, °C	52	58	64	70	76
-16	52-16	58-16	64-16	70-16	76-16
-22	52-22	58-22	64-22	70-22	76-22
-28	52-28	58-28	64-28	70-28	76-28
-34	52-34	58-34	64-34	70-34	76-34
-40	52-40	58-40	64-40	70-40	76-40

= 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

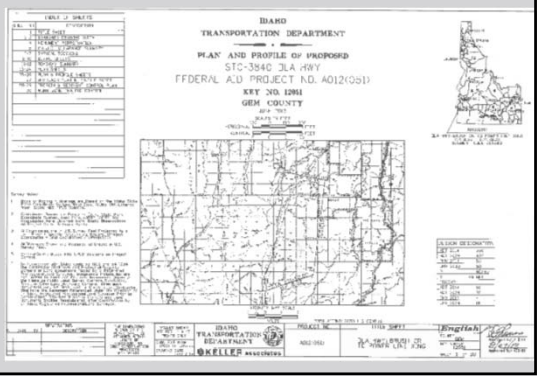
Workmanship

- 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


DEERY| 102GL
HOT APPLIED SEALANT, Part No. 80102GL
PRODUCT DATA SHEET
JANUARY 2011

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

½" 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

Successful Project

Summary

- 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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