


Local Highway Technical Assistance Council

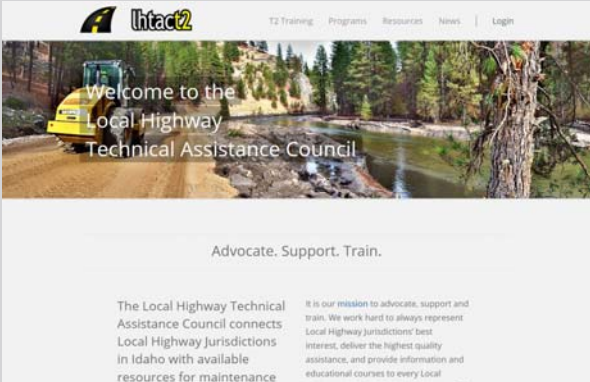
Improving Asphalt Pavement on the Local System

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Administrator

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Local Highway Technical Assistance Council



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Welcome to the
Local Highway
Technical Assistance Council

Advocate. Support. Train.

The Local Highway Technical Assistance Council connects Local Highway Jurisdictions in Idaho with available resources for maintenance

It is our mission to advocate, support and train. We work hard to always represent Local Highway Jurisdictions' best interest, deliver the highest quality assistance, and provide information and educational courses to every Local



Idaho's Local Roadway System

Idaho Transportation System

Primer

- System Overview
- System Funding
- Revenue Calculators

January 2015

Compiled from information provided by the Idaho Transportation Department, the Idaho Tax Commission, and the Local Highway Technical Assistance Council.

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

		High Temperature, °C				
		52	58	64	70	76
Low Temperature, °C	-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 LHTACT2 Center
 - Idaho AGC
- On the job training



Local Highway Technical Assistance Council (LHTAC)
Hot Mix Asphalt Workmanship Training
 Tues. Oct. 22 (8A - 4P) - Wednesday, Oct. 23 (8A - 4:00P)
 Fire Station 2
 8850 N Ramsey Road
 Coeur d'Alene, ID

Contact LHTAC T2 Center: lhtact2.org or visit website the website at <http://lhtact2.org> for more information and to register.

Workmanship should be a priority on all FHWA projects. A high level of workmanship can save money in the future for local governments. FHWA Code of Federal Regulations(23 CFR 637) requires that each road building agency ensure that materials and workmanship be covered within the QA program to ensure that the highest quality systems will be built. The training will cover current asphalt specifications and LHTAC Best Management Practices (BMP's) of asphalt road building through discussions on:


Teamwork & Safety, Surface Preparation, Delivery, Placement, Compaction, Joint Construction, Segregation Mitigation, and Acceptance Test Strips.


Students will work together with Tim Murphy, MPT as we explore FHWA quality and efficiencies through a review of the mix design, production, process control, PWT, and deep exploration of the construction phases (primarily).

The goal of this LHTAC directed training class is to provide up-to-date information for those building hot mix asphalt pavements and to help Idaho local employees become knowledgeable with asphalt paving techniques. The course directly improves efficiency of work being done and assists in making asphalt pavements last longer.

The training is intended for all Idaho employees directly related in the design, contract award, and building and maintaining of asphalt facilities in Idaho. Supervisors, engineers, technicians, consultants, and contractors will benefit by attending this interactive training seminar which will allow for networking as well as ample time for questions and answers.

Timothy Rowland / Ihtact2.org

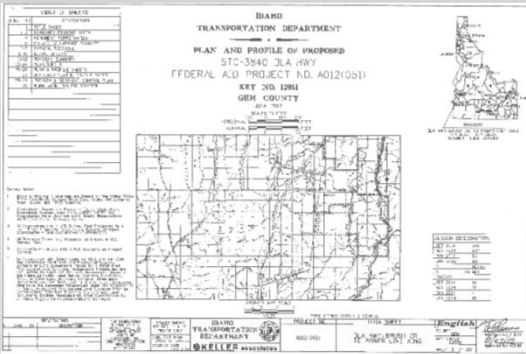






Local Project

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


1/2" 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





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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



Evotherm 3G
Warm Mix Asphalt



Very Successful

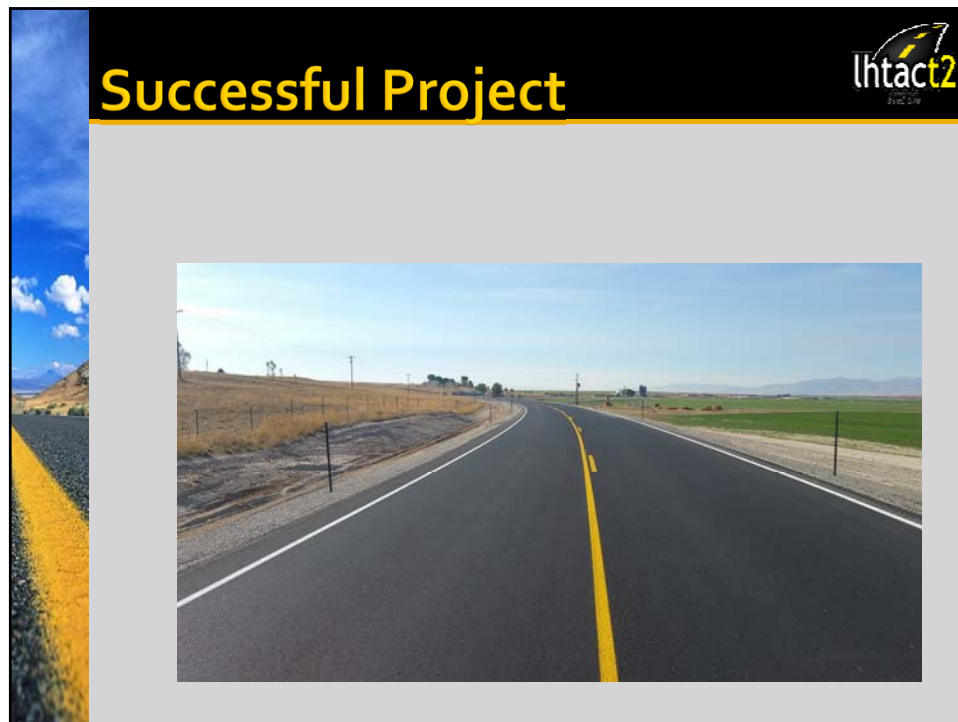





Local Project

- 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




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



Lhtact2
Local Highway Technical Assistance Council

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