# HIGHLAND CITY ROAD RECONSTRUCTION MASTER PLAN SERVICES

PEPG CONSULTING / CME TEAM CITY COUNCIL PRESENTATION APRIL 19, 2016

PEPG CONSULTING

### PRIORITIZATION SUMMARY

Results from our prioritization study:

PCI – 40%

Project Cost – 30%

Road Classification – 30%

Manual Adjustment for Pavement Life Cycle Factor









## MAPPING AND CORING STATUS

- Segments Marked: 200 of 200
- Coring Completed: 200 of 200
- Data/Documentation: 90%

#### FINDINGS/OBSERVATIONS

- Majority of segments need Crack Seal, Seal Coat and Patching, not reconstruction.
  - Many 'failed' areas tied to trenches, patches or thin asphalt
  - Overlay material should be based on highly durable, crack resistant asphalt material.
  - Large cracks should be filled to within 1" of top before sealing.
  - Many segments have high voids in asphalt, high priority for seals.

Total Segments				200	
Reclassified Roads (up)	А	В	С	Total	(%)
	9	18	4	31	15.5%
Reclassified Roads (down)		D	F	Total	(%)
		3	2	5	2.5%
Require Patching				99	49.5%
Possible Rehab (>30%)				9	4.5%
Average Patch %					11.1%
Require Crack Seal				142	71.0%
Require Seal Coat				99	49.5%
Require Mill/IL/OL				44	22.0%
Require Reconstruction				7	3.5%

## TYPICAL PAVEMENTS – 5950 WEST (157)



# TYPICAL PAVEMENTS – 10300N (117)



#### REPAIR PRACTICES EMPLOYED

- Crack sealing and filling
- Seal Coat application
  - Sand Seal Low Volume
  - Slurry/Micro Higher Volume
- Patching of HMA surface
  - Regrading and compacting of base
- Mill and Inlay/Overlay
- Reconstruction

## TYPICAL PAVEMENT REPAIR – REISNER ROAD

