

In-Place Recycling Activities in Utah

Western States Regional In-Place Recycling Conference

August 5 - 7, 2014

Denver, Colorado

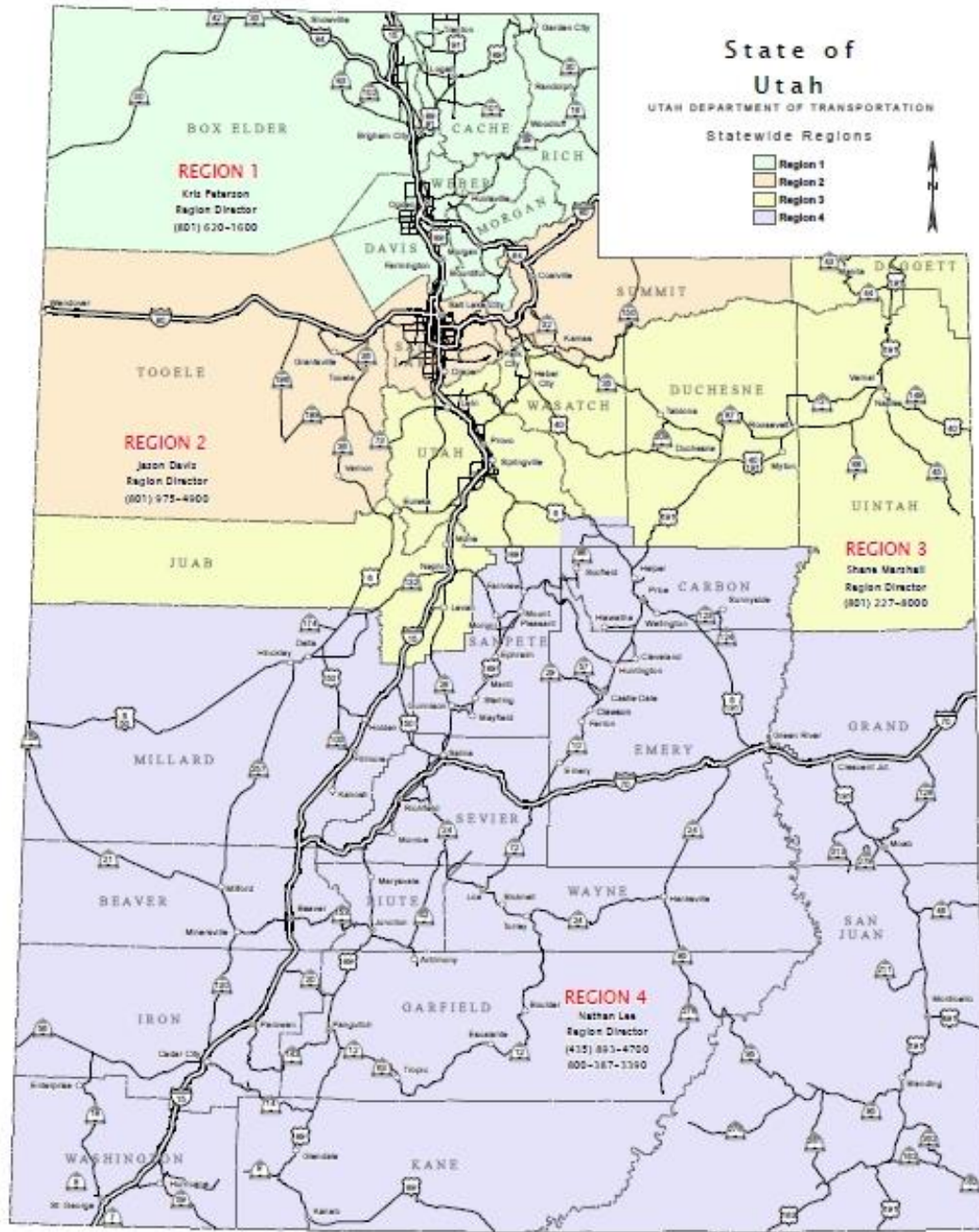
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Utah Department of Transportation

State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

Statewide Regions

- Region 1
- Region 2
- Region 3
- Region 4



REGION 1
Kris Peterson
Region Director
(801) 620-1600

REGION 2
Jason Davis
Region Director
(801) 975-4900

REGION 3
Shane Marshall
Region Director
(801) 227-8000

REGION 4
Nathan Lee
Region Director
(435) 893-4700
800-367-3390

UDOT Statistics

- 5863 Centerline Miles
- 937 Interstate Centerline Miles
- Utah is broken up into 4 Regions
- Region 1; 975, R2; 834, R3;1043, R4; 3011 cl miles

Preservation and Rehabilitation Projects

- Currently there are 26 Projects scheduled for 2015
- FY 2014 there are 35 projects
- FY 2013 there were 42 projects
- Average \$34 - \$40 Million over the past 5 years



State Animal



Rocky Mountain Elk



In-Place Projects

Cold In-Place Projects

- US-89; MP 103.6 to MP 107.8 (2009)
- US-89; MP 107.8 to MP 115.7 (2009)
- I-15; MP 6 to MP 10.7 (2009)
- US-191; MP 140 to 145.7 (2010)
- US-89; MP 164.3 to MP 178.9 (2010)
- I-70; WB MP 117 to MP 122 (2010)
- SR-10; MP 30.8 to MP 34 (2010)
- US-89; MP 55.1 to MP 62.9 (2011)
- US-191; MP 12.5 to MP 21.3 (2011) \$3.3 M
- US-40; MP 41.4 to 50.8 (2011) \$7.8 M
- US-191; MP 151 to 157.2 (2012)
- SR-32; MP 0 to 7.7 (2013) \$4.33 M
- US-191; MP 106.2 to MP 108.3 (2013) \$2.9M

Full Depth Reclamation Projects

- US-191; 71.5 to 72.7 (2009)
- US-491; MP 0 to MP 1.5 (2009)
- SR-10; MP 54.8 to MP 60 (2010)

Hot In-Place Projects

- US-89; MP 246.5 to MP 254.8 (2005)
- SR-25; MP 0 to 10 (2005)
- SR-39; MP 8.9 to 14.4 (2012) \$3.25 M



Why We Chose to Use In-Place Recycling

- History plus new studies done add confidence
- Cost vs. HMA
- Success with stripped HMA layers
- Observed retardation of reflective cracking



Why In-Place Recycling is Not Used More

- Limited Funds for Low Volume Roads
- Limited Applications
- In State Bias Because of Perceived Failures
- Need Better Handle On Product Received
- Limited Expertise - Core Competence
- No Method to Lab Verify
- Study now being done for a Simple test to know when to open the road up to traffic



Rather Be !

