

MONTANA DEPARTMENT OF TRANSPORTATION  
HELENA, MONTANA 59620-1001

Hays-North, 10 Miles North of Hays, South of Harlem  
RTF 66-2(1)16, RTF 66-2(3)26, MT66  
Annual Report  
September, 1999

The above projects were constructed in 1995. This project consisted of Cold-In-Place recycled asphalt. Two CIPR sections were implemented; 61mm CIPR, 46mm (0.15) and 61mm CIPR respectively. Two control sections were also included; 61mm(0.2) 85/100 grade B and 30mm 0.5" HMA (Maintenance Overlay). This project is classified as a formal experimental project through the year 2001. The Federal Experimental number is MT98-01.

This project is located on Highway 66 (P-66) in the county of Blaine. The mile posting starts at approximately MP 16 to MP 49.

Transverse cracking for the 61mm, 85/100 grade B was as follows; average for both lanes (NB, SB) was 140.35 cracks/mile with a standard deviation (STD) of 1.95. Cracking for the 61mm CIPR 46mm 85/100 grade B was averaged for both lanes 185.9 cracks/mile with a STD of 1.8. Cracking for the 61mm CIPR averaged at 300.7 cracks/mile with a STD of 1.6. Crack width for this section exceeded 1/4". Cracking for the maintenance overlay was at 318 cracks/mile with a STD of 3.3.

Rutting data is as follows:

61mm 85/100 grade B, northbound (NB) outer wheel path (OWP) averaged rut at 2.7mm with a STD of 1.2, inner wheel path (IWP) rut at 2.7 with a STD of 1. Southbound (SB) OWP rut at 2.4mm with a STD of 1.1, IWP rut at 2.9mm with a STD of 1.3.

61mm CIPR, 46mm (0.15") 85/100 grade B, NB OWP rut at 0.8mm with a STD of 0.9. IWP rut at 1.1mm with a STD of 1.5. SB OWP rut at 1.1mm with a STD of 1.4, IWP rut at 0.9mm with a STD of 1.

61mm CIPR, NB OWP averaged rut at 3.3mm with a STD of 2.3, IWP rut 3.2mm with a STD of 1.6, SB OWP rut at 1.8mm with a STD of 1.6, IWP rut at 4.7mm with a STD of 2.

Maintenance overlay, NB OWP averaged rut at 1.9 with a STD of 2, IWP rut at 2.1mm with a STD of 1.9. SB OWP rut at 1.3mm with a STD of 1, IWP rut at 3.7 with a STD of 2.5.

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Hays-North

**61mm/grade B**, rut on NB/OWP at 2.7mm. STD-1.2. IWP at 2.7mm. STD-1, SB/OWI at 2.4mm, STD-1.1, IWP at 2.9mm, STD-1.3, transverse cracking at 140 cracks/mile, STD-2. **61mm CIPR/grade B** rut on NB/OWP at .8mm, SDT-.9. IWP at 1.1mm, STD-1.5, SB/OWP rut at 1.1mm, STD-1.4, IWP at .9mm, STD-1. Transverse cracking at 186 cracks/mile. Longitudinal cracking >1/4" at some sections. **61mm CIPR** rut on NB/OWP at 3.3mm, STD-2.3, IWP at 3.2mm, STD-1.6, SB/OWP at 1.8mm, STD-1.6, IWP at 4.7mm, STD-2. Transverse cracking at 300.7 cracks/mile, STD-1.5. **30mm HMA**, rut on NB/OWP at 1.9mm, STD-2, IWP at 2.1mm, STD-1.9, SB/OWP at 1.3mm, STD-1, IWP at 3.7mm, STD-2.5, transverse cracking at 158 cracks/mile STD-3.3. Longitudinal cracks were substantial for this section. IRI for all these sections range in the fair to good category.