

CAPA Supports Asphalt Use in Kabul Afghanistan *{from Dan Hartman, Public Works Director, City of Golden, sent May 17, 2011}*

I am currently in Kabul Afghanistan working on an USAID project for the Kabul Street Department. Kabul is very similar to Denver geographically. 6000 foot elevation, arid climate with most precipitation as snow in the winter or spring rain. Hot dry summers and cold (a little milder than ours) winters. I have been working almost exclusively with paving, patching and planning of the city's asphalt streets. Given it is a poor country, with limited resources efficiency and value is critical. I have had great success with CAPA materials, particularly with the "Guidelines for the Design and use of Asphalt Pavements for Colorado Roadways" and have generously plagiarized from your power point "HMA Inspector's Tips and Tricks." I have had success moving them to considering ESAL based design. They have always just removed about a foot of what ever was below, brought in subbase added an asphalt binder lift and then a top course of asphalt. Huge possible savings for projects, time savings and less disruption. This country is mostly rock the CBR at 95% for most unpaved streets is 40% or more so hauling out and in all this material is a big waste in most cases. In addition to losing all the subbase they have been using a polished alluvial gravel for much of the aggregate and they now are all about fractured aggregate and have already changed their mix design for top lifts and pothole patch mix from 1" to 3/4" aggregate to a 12.5 mm minus mix. Perhaps most astonishing they are actually demanding what they spec, and are testing to insure they are getting it. So kudos to your publications, the new go-to asphalt publication over here. Thanks, Dan