

National Research Council

# STRATEGIC HIGHWAY RESEARCH PROGRAM



SPECIFIC PAVEMENT STUDIES  
DATA COLLECTION GUIDELINES  
FOR EXPERIMENT SPS-6  
REHABILITATION OF JOINTED PORTLAND  
CEMENT CONCRETE PAVEMENTS

STRATEGIC HIGHWAY RESEARCH PROGRAM  
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SPECIFIC PAVEMENT STUDIES  
DATA COLLECTION GUIDELINES FOR EXPERIMENT 6,  
REHABILITATION OF JOINTED PORTLAND CEMENT CONCRETE PAVEMENTS

INTRODUCTION

This report provides guidelines and instructions for collection of data for the Specific Pavement Studies SPS-6 experiment, Rehabilitation of Jointed Portland Cement Concrete Pavements. Forms for recording and reporting this data are also included.

This report should be used in conjunction with the following reports:

- Operational Memorandum No. SHRP-LTPP-OM-013, "Specific Pavement Studies: Construction Guidelines for Experiment SPS-6, Rehabilitation of Jointed Portland Cement Concrete Pavements", July 1990
- Operational Memorandum No. SHRP-LTPP-OM-019, "Specific Pavement Studies: Materials Sampling and Testing Requirements for Experiment SPS-6, Rehabilitation of Jointed Portland Cement Concrete Pavements", January 1991
- Operational Guide No. SHRP-LTPP-OG-001, "Data Collection Guide for the Long-Term Pavement Performance Studies", January 1990
- Operational Guide No. SHRP-LTPP-OG-006, "SHRP-LTPP Guide for Field Materials Sampling, Testing, and Handling", May 1990
- Operational Guide No. SHRP-LTPP-OG-004, "SHRP-LTPP Interim Guide for Laboratory Material Handling and Testing", February 1991
- Other SHRP-related guides and operational memoranda

Data elements that will be collected for this experiment are classified into the following groups:

- Inventory and Historical Maintenance
- Test Section Location Reference Table
- Construction
- Field Materials Sampling and Testing
- Laboratory Materials Testing
- Deflection
- Profile
- Distress
- Skid Resistance
- Traffic
- Climate
- Maintenance
- Rehabilitation

The data collection and reporting process for SPS test sites requires the completion of specific data sheets from the Data Collection Guide for Long-Term Pavement Performance Studies which was developed for the General Pavement Studies (GPS) and data sheets developed specifically for the Specific Pavement Studies' (SPS) experiments. The SPS project-specific data sheets address construction data and some aspects of the materials sampling and testing activities.

This report identifies the data to be collected during site construction. Data obtained from monitoring activities performed after construction will be reported on forms similar to those used for the GPS test sections.

#### PROJECT VERSUS SITE SPECIFIC DATA

In contrast to the General Pavement Studies test sections, each SPS site includes several test sections. Several data items including traffic, climate and some inventory data elements will be applicable to all test sections of an SPS site. Also, some construction data items such as overlay mix design data

will apply to more than one test section. However, a large portion of the data elements will be specific to each test section. Data items common to all test sections will be referred to as "project level data" while data items specific to individual test sections will be referred to as "section specific data."

#### SPS TEST SECTION NUMBERING SCHEME

The structure of the SPS test section numbering scheme will differ from that used for the GPS test sections to help identify project and test section specific data. Each GPS test section is identified with a six digit code consisting of a two digit STATE CODE and a four digit SHRP SECTION ID number. Also, each SPS test section will be identified with a six digit code that will consist of a two digit STATE CODE and a four digit SHRP SECTION ID number. However, this SHRP SECTION ID number will consist of a two digit SPS PROJECT CODE and a two digit TEST SECTION NUMBER.

The far left two digits are the STATE CODE designator. The same STATE CODE used for the GPS test sections will be used for the SPS experiments. Table A.1 of the LTPP Data Collection Guide lists the STATE CODE for all states and provinces, District of Columbia, and Puerto Rico.

The middle two digits are the SPS PROJECT CODE. The first digit of this code is the multiple site designator to distinguish between multiple sites of the same SPS experiment constructed in the same state or province. A zero "0" is assigned to the first site of a specific SPS experiment constructed in a state or province. An "A", "B", "C", etc. is assigned to the second, third, fourth, etc. project of the same SPS experiment constructed in the same state or province. The second digit of this code designates the SPS experiment number, i.e., "6" for SPS-6 test sites.

The far right two digits are the TEST SECTION NUMBER, i.e. the two digit number for the specific test section on the test site. The test section numbers for the SPS-6 test sections are specified in Operational Memorandum No. SHRP-LTPP-OM-013, "Specific Pavement Studies: Construction Guidelines for Experiment SPS-6, Rehabilitation of Jointed Portland Cement Concrete Pavements", July 1990.

Test section numbers for the supplemental test sections on the SPS project should be specified by the SHRP regional office in coordination with the participating highway agency.

Thus, the combination of the STATE CODE and SPS PROJECT CODE uniquely identifies each SPS test site. For "section specific data", the assigned TEST SECTION NUMBER in combination with the state (or province) and SPS project code numbers will be used. However, for "project level data" "00" will be used as the TEST SECTION NUMBER to differentiate these data from the "section specific data", for which a test section number (01 through 08 or higher for supplementary test sections) should be used.

INVENTORY AND HISTORICAL MAINTENANCE DATA

It is essential that the data sheets contained in Chapter 2, Inventory Data Collection for LTPP, of the LTPP Data Collection Guide be completed for the test sections. Also, Sheet 1 of Chapter 6, Maintenance Data Collection, of the Guide should be completed as appropriate to report historical maintenance treatments on the project.

Table 1 lists the inventory and maintenance data sheets that should be completed for SPS-6 test sites.

Since the inventory data reported on these forms are primarily project level data, i.e. related to all test sections on the site, "00" should be used for the last two digits (furthest to the right) of the SHRP SECTION ID number on these forms. The two digits, furthest to the left, of the SHRP SECTION ID number on the GPS data forms should be the SPS PROJECT CODE. However, when test section-specific information is reported, the appropriate test section number should be entered on the data sheet.

The following inventory data sheets shall be completed, if applicable, following the guidelines for the GPS test sections except as noted.

- Sheet 1 PROJECT AND SECTION IDENTIFICATION. All location information should be referenced to the starting point (station 0+00) of the first test section encountered in the direction of travel on the project.
- Sheet 2 GEOMETRIC, SHOULDER AND DRAINAGE INFORMATION
- Sheet 3 LAYER DESCRIPTIONS. Complete a separate layer table for each test section. See note below on project level layering method.
- Sheet 4 AGE AND MAJOR PAVEMENT IMPROVEMENTS
- Sheet 5 PORTLAND CEMENT CONCRETE LAYERS JOINT DATA
- Sheet 6 PORTLAND CEMENT CONCRETE LAYERS JOINT DATA (CONTINUED)
- Sheet 7 PORTLAND CEMENT CONCRETE LAYERS REINFORCING STEEL DATA
- Sheet 8 PORTLAND CEMENT CONCRETE LAYERS MIXTURE DATA
- Sheet 9 PORTLAND CEMENT CONCRETE LAYERS MIXTURE DATA (CONTINUED)

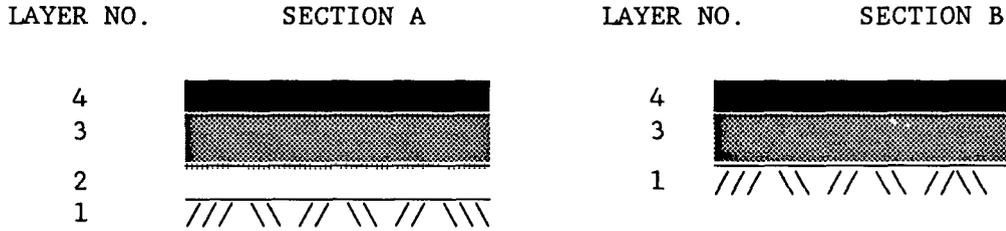
Table 1. Inventory and Maintenance data sheets required for activities prior to rehabilitation.

SECTION	INVENTORY DATA SHEETS																				MAINT		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	1
PROJECT	✓	✓		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
1			✓																				H
2			✓																				H
3			✓																				H
4			✓																				H
5			✓																				H
6			✓																				H
7			✓																				H
8			✓																				H

✓ Always complete indicated data sheet for this section.  
 H Complete from historical data as available.

- Sheet 10 PORTLAND CEMENT CONCRETE LAYERS MIXTURE DATA (CONTINUED)
- Sheet 11 PORTLAND CEMENT CONCRETE LAYERS STRENGTH DATA
- Sheet 12 PLANT MIXED ASPHALT BOUND LAYERS AGGREGATE PROPERTIES
- Sheet 13 PLANT MIXED ASPHALT BOUND LAYERS AGGREGATE PROPERTIES (CONTINUED)
- Sheet 14 PLANT MIXED ASPHALT BOUND LAYERS ASPHALT CEMENT PROPERTIES
- Sheet 15 PLANT MIXED ASPHALT BOUND LAYERS ASPHALT CEMENT PROPERTIES (CONTINUED)
- Sheet 16 PLANT MIXED ASPHALT BOUND LAYERS ORIGINAL MIXTURE PROPERTIES
- Sheet 17 PLANT MIXED ASPHALT BOUND LAYERS ORIGINAL MIXTURE PROPERTIES (CONTINUED)
- Sheet 18 PLANT MIXED ASPHALT BOUND LAYERS CONSTRUCTION DATA
- Sheet 19 UNBOUND OR STABILIZED BASE OR SUBBASE MATERIAL DESCRIPTION
- Sheet 20 UNBOUND OR STABILIZED BASE OR SUBBASE MATERIAL DESCRIPTION (CONTINUED)
- Sheet 21 SUBGRADE DATA
- Sheet 22 SUBGRADE DATA (CONTINUED). On sheets 21 and 22, enter the properties of the most predominant subgrade type, i.e. subgrade type upon which the majority of test sections are located. In cases where a variation in the subgrade along the project is known, these data sheets should be completed as "section specific data" for each test section.

A layer description table should be completed for each test section to note differences in the layer structure and thicknesses. A project level layering structure should be developed in which a unique layer number is assigned to every layer present on the project. The layer number for each material must be kept the same across all test sections. This is needed since the detailed inventory materials information is keyed to layer number. On test sections uniformly on cut or fill, the same layer structure should exist for all test sections, with differences between test sections due to embankment thicknesses or layer thicknesses. For test sites in which some sections are located in cut and others on fill (embankment), the project layer structure should include an embankment (fill) layer. The thickness of this layer would be coded as zero for the test sections which are located in cut.



EXAMPLE LAYER STRUCTURE CODING FOR SECTION A

LAYER NO.	LAYER DESCRIPTION	MATERIAL TYPE CLASS	THICKNESS
1	SUBGRADE (7)	52 - SANDY CLAY	N A
2	11 - EMBANKMENT	26 - SOIL-AGG MIX	48.0
3	05 - BASE LAYER	23 - CRUSHED STONE	6.0
4	03 - ORIG SURFACE	05 - PCC (JRCP)	8.5

EXAMPLE LAYER STRUCTURE CODING FOR SECTION B

LAYER NO.	LAYER DESCRIPTION	MATERIAL TYPE CLASS	THICKNESS
1	SUBGRADE (7)	52 - SANDY CLAY	N A
2	11- EMBANKMENT	26 - SOIL - AGG MIX	0
3	05 - BASE LAYER	23 - CRUSHED STONE	6.0
4	03 - ORIG SURFACE	05 - PCC (JRCP)	8.5

Figure 1. Example of project layering scheme for coding test section layer tables.

The project layering concept is illustrated in Figure 1 for two hypothetical test sections (Sections A and B) located on the same project. Section A is located on a 4-foot deep fill (embankment) and Section B is located in a cut. To keep the layer number for each material the same across all test sections, the embankment layer is shown in the layer structure for Section B with a zero thickness. In this manner, all material data sheets (Sheets 12-22) can generally be completed only once using "00" as the last two digits of the test section number and the unique layer number corresponding to each material. It will not be necessary to complete a set of inventory data sheets for each section on the test site since pavement structure and materials should be uniform for all test sections.

Sheet 1, HISTORICAL MAINTENANCE INFORMATION, from Chapter 6, Maintenance Data Collection, of the LTPP Data Collection Guide should be completed to the extent possible by the participating highway agency, and if possible, a separate sheet should be completed for each test section on the project. The SPS PROJECT CODE and TEST SECTION NUMBER should be used as the SHRP SECTION ID number on this data sheet. If available historical maintenance information does not specifically address maintenance of each test section, then Sheet 1 should be completed to the extent possible using a "00" code for the last two digits of the SHRP SECTION ID number to indicate that the information represents project level data. As complete history of the maintenance activity on each test section is of importance, every effort should be made to obtain this information.

Detailed information on maintenance activities performed prior to the start of construction on the SPS test sections, if available, should be reported on other pertinent data sheets contained in Chapter 6 of the LTPP Data Collection Guide.

## FIELD MATERIALS SAMPLING AND TESTING DATA

Field materials sampling and testing shall be performed following the guidelines outlined in Operational Memorandum No. SHRP-LTPP-OM-019, "Specific Pavement Studies: Materials Sampling and Testing Requirements for Experiment SPS-6, Rehabilitation of Jointed Portland Cement Concrete Pavements," January 1991. This operational memorandum incorporates by reference the material included in Operational Guide No. SHRP-LTPP-OG-006, "Field Materials Sampling, Testing, and Handling" which was developed for the General Pavement Studies. This Guide will form the basis for the conduct of a substantial portion of the field materials sampling and testing activity for the SPS-6 experiment. The operational memorandum for the SPS-6 experiment includes revised field data forms and data sheets for sampling of asphalt concrete materials during construction.

### REVISED FIELD DATA FORMS

As the requirements for sampling of SPS sites differ from those for GPS sections, the field materials sampling and testing data forms used in the GPS program were modified. The primary changes common to each form relate to test section number, sampling location referencing, and sampling area number.

Test Section Number. The six digit test section identification numbers on the data forms have been subdivided into three, two digit fields representing the state code, SPS project code, and test section number. The structure of this number is described under SPS Test Section Numbering Scheme of this report.

Sample Location Reference System. All material sampling and field testing data forms which reference the location of a sample or test use a station, offset and sampling area number. The sampling area number is a two digit number used to reference all of the samples taken from one area of the project. These sampling numbers are developed as part of the materials sampling plan for the test site and should run in sequential order in the direction of traffic.

The station to be specified on these data forms is referenced from either the beginning or end of the test sections adjacent to the sampling area. For

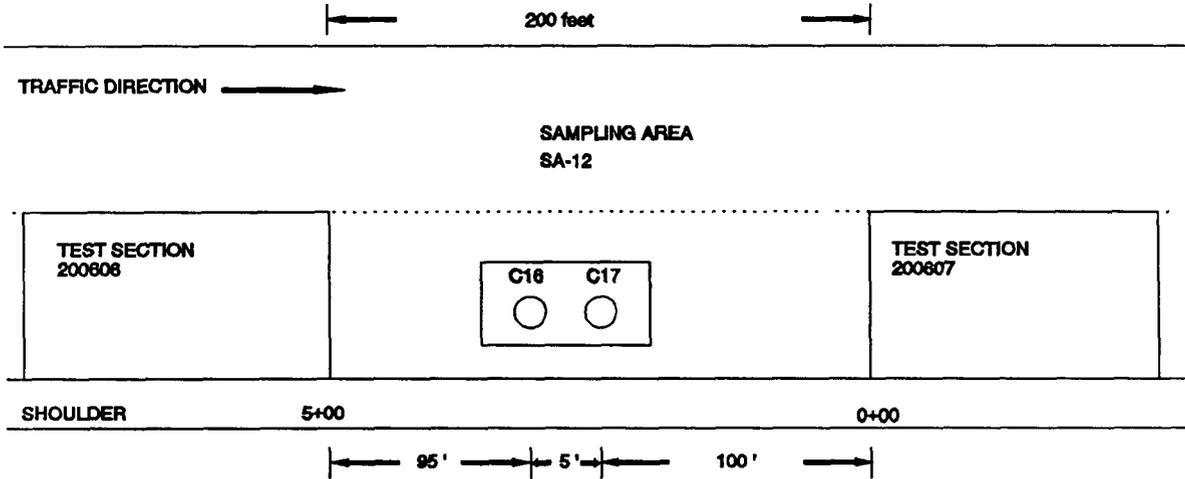
expediency in the field, the station number designated on the form is relative to the test section number designated on the data form. Thus, if the sampling area occurs after the referenced test section, the station number should be greater than 5+00 (or 10+00 for Sections 2 and 5). If the sampling area occurs in front of the designated test section, the station number should be negative. This station number should not be the reference project station number, as outlined in the section entitled, "Construction Data" of this report, i.e. the relative test section station number and the reference project station number will be the same only on the first test section of a project, since the beginning point of the first test section is defined as the project station 0+00. The offset distance is measured from the joint between the outside edge of the test section lane and the outside shoulder to the core location.

Figure 2 illustrates the location referencing system to be used for SPS material samples. In this example, designated sampling area SA-12 is situated between sections 200606 and 200607. In sampling area SA-12, two 4-inch diameter A-Type cores, A3 and A4, are located 5 feet apart and three feet from the edge of the lane. The location of these two cores can be specified relative to either test section 200606 (alternative 1) or test section 200607 (alternative 2). In alternative 1, the station number of core A3 is 5+95 since it is 95 feet past the end of section 200606. Core A4 is located at station 6+00. In alternative 2, the station numbers of cores A3 and A4 are -1+05 and -1+00, respectively since they occur in advance of test section 200607. Thus when specifying the sampling locations on the field data form, the station number written on the form must correspond to the test section.

#### LTPP-SPS MATERIAL SAMPLING AND FIELD TESTING DATA SHEETS

Most of the LTPP-SPS Material Sampling and Field Testing data sheets use the same top block of information related to the test section and project.

SHEET NUMBER. Since several data sheets will be required to record information on the samples and test data from each sampling areas on the project, room is provided on all data forms to sequentially number the data sheets. The



	Alternative 1 Location referenced to test section 200606	Alternative 2 Location referenced to test section 200607
<b>CORE C16 LOCATION</b>		
STATE CODE	20	20
SPS PROJECT CODE	06	06
TEST SECTION NO	06	07
STATION	5+95	-1+05
OFFSET	03	03
<b>CORE C17 LOCATION</b>		
STATE CODE	20	20
SPS PROJECT CODE	06	06
TEST SECTION NO	06	07
STATION	6+00	-1+00
OFFSET	03	03

In this example of the location referencing system, designated sampling area SA-12 is situated between sections 200606 and 200607. In SA-12, two 4" C-type cores are specified, C16 and C17, to be 5 feet apart and three feet from the edge of the lane. The location of these two cores can be specified relative to either test section 200606 (alternative 1) or test section 200607 (alternative 2). In alternative 1, the station number of core C16 is 5+95 since it is 95 feet past the end of section 200606. Core C17 is at station 6+00. In alternative 2, the station number of core C16 is -1+05 and C17 is -1+00 since they occur in advance of test section 200607. Thus, when specifying the sampling locations on the field data form, the station number written on the form must correspond to the test section indicated on the form.

Figure 2. Illustration of Location Referencing System

first field is the sequential number of the data sheet and the second field is the total number of data sheets submitted.

SHRP REGION. Indicate which SHRP-LTPP region in which the state or province is located, i.e. North Atlantic, North Central, Southern, or Western.

STATE. Indicate the name of the state, District of Columbia, Puerto Rico, or the Canadian Province in which the project is located. Alternatively, use the two digit abbreviation shown in Table A.1.

STATE CODE. Enter the two-digit numeric code corresponding to the state or province as shown in Table A.1.

SPS PROJECT CODE. The two digit SPS project code. The first digit (from the left) of this code should either be a 0 (zero) for the first SPS-6 project constructed in a state, or a letter starting with A, B, etc. for the second, third, etc. project of the same SPS experiment constructed in the same state. The second digit corresponds to the SPS experiment number.

TEST SECTION NO. The two digit number assigned to the test section (refer to Operational Memorandum No. SHRP-LTPP-OM-013).

SPS EXPERIMENT NO. The SPS experiment number for the project. This should be SPS-6 for projects in the experiment, "Rehabilitation of Jointed Portland Cement Concrete Pavements".

ROUTE/HIGHWAY. Record the designation for the route or highway the project is located upon.

Lane. Record a "1" if sampling occurs on the outside lane and a "2" if sampling occurs on the inside lane. Drilling and sampling shall always occur on the outside lane for the SPS program.

Direction. Record the direction of travel at the project site. Use the following abbreviations:

E for eastbound traffic direction  
W for westbound traffic direction  
N for northbound traffic direction  
S for southbound traffic direction

SAMPLE/TEST LOCATION. Check "Before Section" if the sampling location is before the beginning of the test section indicated under TEST SECTION NUMBER on the form (station 0-). Check "After Section" if the sampling location is after the end of the test section indicated on the form (station 5+ or 10+). Check "Within Section" for testing locations within the test sections, such as density testing and auger probes in the shoulder.

FIELD SET NO. The field set number is a sequentially assigned number to indicate the different time periods in which material samples and field testing were conducted on the project. These time periods usually refer to different stages in the pavement life, such as prior to overlay construction, after overlay construction, end of test, etc. A field set number can apply to more than one day since sampling of the test site usually requires more than one day. As a general rule, the same field set number should be applied to all material samples and field tests conducted in a continuous 30-day period, unless a construction event occurs between the two sampling sessions. Enter 1 for the first material sampling and field testing activity conducted on the test site. Enter 2, 3, etc. for the second, third and subsequent sampling and field testing activities conducted on the site. For SPS-6 projects, the first sampling should occur prior to application of any rehabilitation treatment.

The following Sampling Data Sheets must be completed for SPS-6 test sections:

SAMPLING DATA SHEET 1.	LOG OF PAVEMENT CORE AT BOREHOLE LOCATIONS
SAMPLING DATA SHEET 2.	PAVEMENT CORE LOG AT C-TYPE CORE LOCATIONS
SAMPLING DATA SHEET 4.	A-TYPE BORE HOLE LOG
SAMPLING DATA SHEET 5.	BA-TYPE BORE HOLE LOG
SAMPLING DATA SHEET 6.	TEST PIT LOG
SAMPLING DATA SHEET 7.	TEST PIT SKETCH

- SAMPLING DATA SHEET 8. IN SITU DENSITY AND MOISTURE TESTS
- SAMPLING DATA SHEET 9. SHOULDER PROBE LOG
- SAMPLING DATA SHEET 10. SAMPLING UNCOMPACTED BITUMINOUS PAVING MIXTURES

Also, the following Field Operation Information Forms must be completed:

- FIELD OPERATION INFORMATION FORM 1. LABORATORY SHIPMENT SAMPLES INVENTORY
- FIELD OPERATION INFORMATION FORM 2. SUMMARY OF MATERIAL SAMPLES SENT TO EACH LABORATORY

A description of items to be entered in each Sampling Data Sheet and Field Operation Information Form follows.

**SAMPLING DATA SHEET 1. LOG OF PAVEMENT CORE AT BOREHOLE LOCATIONS**

This form is similar to Form S01 used for GPS test sections. This data sheet is used to log data for pavement cores taken at the borehole locations (either A-Type 6-inch diameter cores or BA-Type 12-inch diameter cores). Use the core sample coding system given in the sampling plan developed for the project to designate the core number requested on the data forms. Depth should be measured from the pavement surface to the bottom of the core of each layer and recorded to the nearest tenth of an inch.

OPERATOR. Record the coring equipment operator's name.

EQUIPMENT USED. Indicate the generic type of the coring equipment used.

CORING DATE. Record the month, date, and year the core was taken.

SAMPLING AREA NO. The sampling area number is a two digit number used to reference all of the samples taken from one area of the project. It has the form SA-##. This number is developed as part of the materials sampling plan for the project.

LOCATION: STATION. This is the station number of the core relative to the test section specified under TEST SECTION NO. This number should be greater than 5+00 (or 10+00 for Sections 2 and 5) for sampling locations that occur after the test section and less than 0+00 for sampling locations which occur before the test section (see discussion in section entitled "Sample Location Reference System" of this report).

LOCATION: OFFSET. This is the distance from the interface of the pavement lane and the outside shoulder to the center of the core location (generally measured from the edge of the pavement slab). This distance should be indicated to the nearest tenth of a foot.

CORE HOLE NO. Enter the core hole sample location number following the sample location coding system specified in the material sampling plan developed for the project. Core hole numbers designated with either an A- or a BA- should be entered on this sheet.

CORE BARREL SIZE. Record the rated inside diameter of the core barrel to the nearest 0.1 inch.

COOLING MEDIUM. Record the material used for cooling during the coring operation.

DEPTH. Under the depth column, draw horizontal lines to designate the approximate depths of changes in the bound materials. Also write the depths in this column to the nearest 0.1 inch. All depths should be referenced from the pavement surface. The total cored depth should be indicated in this column even if a useable sample was not recovered.

CORE RECOVERED. Record the thickness of the recovered core. This should be the thickness of the testable (intact) portion of the core. This thickness may be less than the depth recorded in the depth column due to breakage of the material. On pavement sections with bound base layers that do not separate from the PCC surface during coring and retrieval, thicknesses of the base layers in the core should be indicated separate of the PCC surface layer. The approximate

average thickness of the core, or portion of the core should be recorded, to the nearest 0.1 inch.

CORE SAMPLE NO. Record the core sample number for the recovered core. Separate sample numbers should be assigned to PCC and bound base layers from the same core, even if the bound base layer adheres to the PCC surface layer.

MATERIAL DESCRIPTION. Enter the appropriate material description based on the generic material type. These material descriptions are contained in Table C.2, Appendix C, of the SHRP-LTPP Guide For Field Materials Sampling, Testing and Handling.

MATERIAL CODE. Enter the appropriate material code number from Table C.2 of the SHRP-LTPP Guide for Field Materials Sampling, Testing and Handling corresponding to described type of material.

#### **SAMPLING DATA SHEET 2. PAVEMENT CORE LOG AT C-TYPE CORE LOCATIONS**

This form is similar to Form S01A used for GPS test sections. It is used to log data for the 4-inch and 6-inch diameter pavement cores extracted from C-Type core locations.

Each sheet can be used to record data for cores taken from six different core hole locations in one sampling area. Separate sheets should be used for recording data for cores from each sampling location. Space is provided in each column to record data for cores containing up to 4 layers from one core hole. The pavement surface layer core should be recorded first, followed by other layers in the column. The first column from the left should always start with the lowest numbered core hole in the sampling area.

OPERATOR. Record the coring equipment operator's name.

EQUIPMENT USED. Indicate the generic type of the coring equipment used.

CORING DATE. Record the month, date, and year the core was taken.

SAMPLING AREA NO. The sampling area number is a two digit number used to reference all of the samples taken from one area of the project. It has the form SA-##. This number is developed as part of the materials sampling plan for the project.

CORE BARREL SIZE. Record the rated inside diameter of the core barrel to the nearest 0.1 inch.

COOLING MEDIUM. Record the material used for cooling during the coring operation.

CORE HOLE NO. Enter the core hole location number specified in the materials sampling plan developed for the project.

LOCATION: STATION. This is the station number of the core relative to the test section specified under TEST SECTION NO. This number should be greater than 5+00 (or 10+00 for Sections 2 and 5) for sampling locations that occur after the test section and less than 0+00 for sampling locations which occur before the test section (see discussion in section entitled "Sample Location Reference System" of this report).

LOCATION: OFFSET. This is the distance from the interface of the pavement lane and the outside shoulder to the center of the core location (generally measured from the edge of the pavement slab). This distance should be indicated to the nearest 0.1 foot.

CORE RECOVERED. Circle the appropriate response to indicate if an intact and suitable core was recovered from the indicated core hole.

REPLACEMENT CORE HOLE NO. Record the sample number of the core that will replace a core which was deemed unacceptable during field sampling operations. This entry should only be used when a "No" was recorded in the "Core Recovered" data entry space of this form.

CORE SAMPLE NO. Record the core sample number for the recovered core. Separate sample numbers should be assigned to PCC and bound base layers from the same core hole, even if the bound base layer adheres to the PCC surface layer.

DEPTH. Depth should be measured from the pavement surface to the bottom of the material interface in the core and entered to the nearest 0.1 inch.

MATERIAL DESCRIPTION. Enter the appropriate material description based on the generic material type. These material descriptions are contained in Table C.2, Appendix C, of the SHRP-LTPP Guide for Field Materials Sampling, Handling and Testing.

MATERIAL CODE. Enter the appropriate material code number from Table C.2 of the SHRP-LTPP Guide for Field Materials Sampling, Handling and Testing corresponding to described type of material.

#### **SAMPLING DATA SHEET 4. A-Type BORE HOLE LOG**

This form is similar to Form S02A used for GPS test sections. It is designed to record data for A-Type bore holes and any other similar type sampling areas. The following data is recorded on this form.

OPERATOR. Record the boring equipment operator's name.

EQUIPMENT USED. Indicate the generic type of the drilling equipment used.

BORING DATE. Record the month, date, and year the operation was performed.

SAMPLING AREA NO. The sampling area number is a two digit number used to reference all of the samples taken from one area of the project. It has the form SA-##. This number is developed as part of the materials sampling plan for the project.

LOCATION: STATION. This is the station number of the bore relative to the test section specified under TEST SECTION NO. This number should be greater than

5+00 (or 10+00 for Sections 2 and 5) for sampling locations that occur after the test section and less than 0+00 for sampling locations which occur before the test section (see discussion in section entitled "Sample Location Reference System" of this report).

LOCATION: OFFSET. This is the distance from the interface of the pavement lane and the outside shoulder to the center of the bore location (generally measured from the edge of the pavement slab). This distance should be indicated to the nearest 0.1 foot.

BORE HOLE NO. Enter the bore hole sample location number following the sample location coding system specified in the material sampling plan developed for the project.

BORE HOLE SIZE. Record the bore hole size (diameter) to the nearest 0.1 inch.

STRATA CHANGE. Record the depth of strata changes to the nearest 0.1 inch. The depth of strata changes should always be measured from the top of the pavement surface. Draw a horizontal line across the form which indicates the depth of each strata change.

Also, record the depth of sampling for each sample taken. For example, if a thin-walled tube sample was obtained at a depth from 18 inches to 36 inches, a line should be drawn at the 18 inch mark and the 36 inch mark along with the appropriate sample code number, material description, etc. For clarification, refer to example data sheets in the SHRP-LTPP Guide for Field Materials Sampling, Testing and Handling.

SAMPLE NUMBER. Record the sample number for thin-walled tube samples or splitspoon samples (if thin-walled samples cannot be obtained) obtained from the subgrade.

# BLOWS. The next four columns (# Blows, Refusal?, DLR (Driving Length to refusal, IOP (Inches of Penetration)) shall be used only if a splitspoon

sample recovery was attempted. Standard practice for recording the blow count for splitspoon samples requires the following format: A - B - C, where:

A = number of blows for first 6 inches of penetration by the splitspoon sampler. This is considered a seating drive.

B = number of blows for second 6 inches of penetration by the splitspoon sampler.

C = number of blows for third 6 inches of penetration by the splitspoon sampler.

Record the blow count from the first 6 inches of seating penetration by the splitspoon sampler in the left most column under number of blows ("A" from above example of blow count record). Record the blow count from the second 6 inches of penetration by the splitspoon sampler in the middle column under number of blows ("B" from above example of blow count record). Record the blow count from the third 6 inches of penetration by the splitspoon sampler in the right most column under number of blows ("C" from above example of blow count record).

Refusal of the splitspoon sampler is defined as having advanced less than one inch with 100 blows (or no observed advance of the sampler during the application of 10 blows) or the test is aborted at the discretion of the SHRP Representative to avoid damage to the splitspoon sampler.

If refusal of the splitspoon sampler occurs in the first 6 inches, indicate the blow count to refusal in the left most column, place a "Y" in the "Refusal?" column and indicate in the "DLR" (Driving Length to Refusal) column, the distance, measured to the nearest 0.1 inch, from the top of the pavement surface to refusal. Also, record the penetration depth of the splitspoon sampler in the "IOP" column (distance penetrated in "A").

If refusal of the splitspoon sampler occurs during the second 6 inches of penetration, indicate the blow count to refusal in the middle column, place a

"Y" in the "Refusal?" column and indicate in the "DLR" column the distance, measured to the nearest 0.1 inch, from the top of the pavement surface to refusal. Also, record the penetration depth of the splitspoon sampler in the "IOP" column (distance penetrated in "A" + "B").

If the total blow count ("A" + "B") reaches 100 before penetrating deeper than 12 inches, the splitspoon sampling procedure should be stopped and the blow count for the second 6 inch increment should be recorded in the middle column and the total depth of penetration recorded under the "IOP" column (the depth of penetration shall be measured from the beginning of penetration of the splitspoon sampler.)

In the case of refusal during the third 6 inch increment, the same instructions outlined for the left and middle columns will be followed. The penetration depth of the splitspoon sampler will be recorded in the "IOP" column (distance penetrated in "B" + "C").

If the second and third 6 inch increment blow count ("B" + "C" only) reaches 100 before prior to penetrating 18 inches, the splitspoon sampling procedure should be stopped and the blow count for the third 6 inch increment recorded in under number of blows. The total depth of penetration ("B" + "C" only) should be recorded under the "IOP" column (measured from the beginning of penetration of the splitspoon sampler minus the 6 inch seating drive).

(REF)USAL. Record a "Y" if splitspoon sampler is refused (see explanation under "# Blows" above). Record a "N" if the full 18 inch sample is recovered and the splitspoon is not refused. This column is only used if a splitspoon sampler is utilized.

Refusal is defined as occurring when the splitspoon sampler advances less than one inch in 100 blows (or no observed advance of the sampler during the application of 10 blows) or when the test is aborted at the discretion of the SHRP Representative to avoid damage to the splitspoon sampler.

DLR. Driving Length to Refusal - Record the penetration of the splitspoon sampler to refusal to the nearest 0.1 inch. This value is measured from the

top of the pavement surface. This column is only used if a splitspoon sampler is utilized and refused. In the case of refusal, an entry is made in the "DLR" and "IOP" columns.

IOP. Inches of Penetration - Record the distance of penetration of the splitspoon sampler after 100 blows is reached in the first 6 inches ("A"), the first and second 6 inches of penetration ("A" and "B") or the second and third 6 inches of penetration ("B" and "C") (See explanation under "# Blows" above). This column is only used if a splitspoon sampler is utilized.

MATERIAL DESCRIPTION. Enter the appropriate material description for each stratum based on the generic material type. These material descriptions are contained in Table C.2, Appendix C, of the SHRP-LTPP Guide for Field Materials Sampling, Testing and Handling.

MATERIAL CODE. Enter the appropriate material code number for each stratum from Table C.2 of the SHRP-LTPP Guide for Field Materials Sampling, Testing and Handling corresponding to the described type of material.

#### **SAMPLING DATA SHEET 5. BA-Type BORE HOLE LOG**

This form is similar to S02B used for GPS test sections. It is designed to record data for BA-Type bore holes and any other similar type sampling areas. The following information is recorded on this form:

OPERATOR. Record the boring equipment operator's name.

EQUIPMENT USED. Indicate the generic type of the drilling equipment used.

BORING DATE. Record the month, date, and year the operation was performed.

SAMPLING AREA NO. The sampling area number is a two digit number used to reference all of the samples taken from one area of the project. It has the form SA-##. This number is developed as part of the materials sampling plan for the project.

LOCATION: STATION. This is the station number of the bore, relative to the test section specified under TEST SECTION NO. This number should be greater than 5+00 (or 10+00 for Sections 2 and 5) for sampling locations that occur after the test section and less than 0+00 for sampling locations which occur before the test section (see discussion in section entitled "Sample Location Reference System" of this report).

LOCATION: OFFSET. This is the distance from the interface of the pavement lane and the outside shoulder to the center of the bore location (generally measured from the edge of the pavement slab). This distance should be indicated to the nearest 0.1 foot.

BORE HOLE NO. Enter the bore hole sample location number following the sample location coding system specified in the material sampling plan developed for the project.

BORE HOLE SIZE. Record the bore hole size (diameter) in inches to the nearest 0.1 inch.

STRATA CHANGE. Record the depth of strata changes to the nearest 0.1 inch. The depth of strata changes should always be measured from the top of the pavement surface. Draw a horizontal line across the form which indicates the depth of each strata change.

SAMPLE NUMBER. Record the sample number for the bulk samples obtained from unbound layers.

MOISTURE SAMPLE NUMBER. Record the sample numbers for samples taken from unbound base, subbase and subgrade for moisture content testing.

MATERIAL DESCRIPTION. Enter the appropriate material description for each stratum based on the generic material type. These material descriptions are contained in Table C.2, Appendix C, of the SHRP-LTPP Guide for Field Materials Sampling, Handling and Testing.

MATERIAL CODE. Enter the appropriate material code number for each stratum from Table C.2 of the SHRP-LTPP Guide for Field Material Sampling, Handling and Testing corresponding to the described type of material.

**SAMPLING DATA SHEET 6. TEST PIT LOG**

This form is similar to Form S03 used for GPS test sections. It is designed to record data from the field sampling and field testing from test pits. The following data is recorded on this form:

TECHNICIAN. Record the name of the technician who retrieves the samples and records the information on the data form.

EQUIPMENT USED. Indicate the generic type of the equipment used to cut and excavate the test pit.

EXPLORATION DATE. Record the month, date, and year the operation was performed.

SAMPLING AREA NO. The sampling area number is a two digit number used to reference all of the samples taken from one area of the project. It has the form SA-##. This number is developed as part of the materials sampling plan for the project.

LOCATION: STATION. This is the station number of the test pit relative to the test section specified under TEST SECTION NO. This number should be greater than 5+00 (or 10+00 for Sections 2 and 5) for sampling locations that occur after the test section and less than 0+00 for sampling locations which occur before the test section (see discussion in section entitled "Sample Location Reference System" of this report).

LOCATION: OFFSET. This is the distance from the interface of the pavement lane and the outside shoulder to the outside edge of the test pit (generally

measured from the edge of the pavement slab). This distance should be indicated to the nearest 0.1 foot.

TEST PIT NUMBER. Enter the test pit code number following the sample coding system specified in the material sampling plan developed for the project.

TEST PIT SIZE. Record the length and width of test pit to the nearest 0.5 foot.

STRATA CHANGE. Record the depth of strata changes to the nearest 0.1 inch. The depth of strata changes should always be measured from the top of the pavement surface. Draw a line across the form to indicate strata changes.

MOISTURE SAMPLE NUMBER. Record the sample numbers for samples taken from unbound base, subbase and subgrade for moisture content testing.

BULK SAMPLE NUMBER. Record the sample numbers for bulk samples taken from the unbound pavement layers and the subgrade.

MATERIAL DESCRIPTION. Enter the appropriate material description for each stratum based on the generic material type. These material descriptions are contained in Table C.2, Appendix C, of the SHRP-LTPP Guide for Field Materials Sampling, Handling and Testing.

MATERIAL CODE. Enter the appropriate material code number for each stratum from Table C.2 of the SHRP-LTPP Guide for Field Materials Sampling, Handling and Testing corresponding to the described type of material.

#### **SAMPLING DATA SHEET 7. TEST PIT SKETCH**

The sheet is similar to Form S03A used for GPS test sections. It is designed to allow the field sampling personnel to record any sketches of the excavation of the test pit that may be appropriate. This sketch should at least include: (a) dimensions of the test pit; (b) depth of each layer in the test pit; (c) material type of each layer and (d) the direction of traffic. All of the

other information requested on this form is the same as that provided on Sampling Data Sheet 6. For clarification, refer to the completed example field data packet contained in Appendix E of the SHRP-LTPP Guide for Field Materials Sampling, Handling and Testing.

**SAMPLING DATA SHEET 8. IN SITU DENSITY AND MOISTURE TESTS**

This sheet is similar to Form S04 used for GPS test sections. It is designed to record data from the in situ density and moisture tests performed on all unbound layers in the test pits with a nuclear moisture and density gauge. The following data is recorded on this form.

OPERATOR. Record nuclear density gauge operator's name.

NUCLEAR DENSITY GAUGE I.D.. Record the identification number of the nuclear density gauge.

TEST DATE. Record the month, date, and year the test was performed.

SAMPLING AREA NO. The sampling area number is a two digit number used to reference all of the samples taken from one area of the project. It has the form SA-##. This number is developed as part of the materials sampling plan for the project.

LOCATION: STATION. This is the station number of the test pit, relative to the test section specified under TEST SECTION NO. This number should be greater than 5+00 (or 10+00 for Sections 2 and 5) for sampling locations that occur after the test section and less than 0+00 for sampling locations which occur before the test section (see discussion in section entitled "Sample Location Reference System" of this report).

LOCATION: OFFSET. This is the distance from the interface of the pavement lane and the outside shoulder to the location where the test was performed (generally measured from the edge of the pavement slab). This distance should be indicated to the nearest 0.1 foot.

TEST PIT NUMBER. Enter the test pit location number following the sample location coding system specified in the material sampling plan developed for the project.

DATE OF LAST MAJOR CALIBRATION. Record the date of the last major calibration of the nuclear density gauge. All dates should be recorded as mm-dd-yy. A major calibration is defined as a calibration/verification performed as directed in Section 4 of the SHRP-LTPP Guide for Field Materials Sampling, Handling and Testing. Daily calibrations performed in the field do not constitute a major calibration.

DEPTH FROM SURFACE TO THE TOP OF THE LAYER. This information is obtained from Sampling Data Sheet 5 for each unbound granular layer. The depth should be recorded to the nearest 0.1 inch and measured from the top of the pavement surface for each test performed.

LAYER DESCRIPTION. Write in the generic description of the type of layer tested, such as BASE, SUBBASE, or SUBGRADE.

MATERIAL TYPE. Report a "G" if the material is unbound (granular); record "T" if the material is other than unbound (treated). In practice, all entries should be a "G" since nuclear density testing is not required on bound materials.

IN SITU DENSITY. For each unbound layer, record four nuclear density gauge results. These measurements should be taken at the top of each unbound layer using the direct transmission test method if possible. Record test data to one decimal place in pounds per cubic foot (pcf).

AVERAGE. Calculate and record the average in situ densities for each unbound layer. Record data to one decimal place.

METHOD (A,B,or C). Record the test method used to perform the in situ density test as per AASHTO T238-86, "A" - Backscatter, "B" - Direct Transmission, or "C" - Air Gap. The direct transmission method ("B") should almost always be

used. However, there may be some extenuating circumstances necessitating the use of methods "A" or "C".

ROD DEPTH. Record the depth of the nuclear density gauge probe to the nearest 0.1 inch.

IN SITU MOISTURE CONTENT. For each unbound layer, record four in situ moisture content test results. These tests should be conducted at the top of each layer. Record the moisture content as a percentage to one decimal place. The backscatter method should always be used for this measurement.

AVERAGE. Calculate and record the average of the four in situ moisture content test results for each unbound layer. Record test results to one decimal place.

#### SAMPLING DATA SHEET 9. SHOULDER PROBE LOG

This data sheet is similar to Form S05 used for the GPS test sections. It is used to record the results of the shoulder auger probe to determine the depth to a rigid layer.

OPERATOR. Record the augering equipment operator's name.

EQUIPMENT USED. Indicate the generic type of the auguring equipment used.

AUGERING DATE. Record the month, date, and year the operation was performed.

SAMPLING AREA NO. The sampling area number is a two digit number used to reference all of the samples taken from one area of the project. It has the form SA-##. This number is developed as part of the materials sampling plan for the project.

LOCATION: STATION. This is the station number of the bore relative to the test section specified under TEST SECTION NO. This number should be greater than

5+00 (or 10+00 for Sections 2 and 5) for sampling locations that occur after the test section and less than 0+00 for sampling locations which occur before the test section (see discussion in section entitled "Sample Location Reference System" of this report).

LOCATION; OFFSET. This is the distance from the edge of the pavement lane and the outside shoulder to the auger location (generally measured from the edge of the pavement slab). For shoulder probes, this distance will be measured toward the outside edge of the shoulder. This distance should be indicated to the nearest 0.1 foot.

AUGER PROBE NUMBER. Record the auger probe number; an S1 for the first auger and increasing numbers for subsequent auger probes.

TOP OF ROCK BASED ON. Enter "Auger Refusal" if auger is refused. If the top of rock is based on some other observation, indicate the type of observation.

DEPTH FROM SURFACE. Record the depths of strata changes to the nearest 0.1 foot.

MATERIAL DESCRIPTION. Enter the appropriate material description for each strata based on the generic material type. These material descriptions are contained in Table C.2, Appendix C, of the SHRP-LTPP Guide for Field Materials Sampling, Handling and Testing.

MATERIAL CODE. Enter the appropriate material code number for each strata from Table C.2 of the SHRP-LTPP Guide for Field Materials Sampling, Handling and Testing corresponding to described type of material.

REFUSAL WITHIN 20 FEET (Y/N). Record a "yes" or a "no" as appropriate to indicate if a rigid layer was encountered within 20 feet from the pavement surface.

DEPTH TO REFUSAL. Record the depth to refusal to the nearest 0.1 foot if the auger refused.

**SAMPLING DATA SHEET 10. SAMPLING UNCOMPACTED BITUMINOUS PAVING MIXTURES**

This data sheet is used to record information concerning sampling of uncompacted bituminous paving mixtures (asphalt concrete) for LTPP material testing purposes. Sampling shall be performed according to AASHTO T-168, except that a 100-lb sample size is required.

If the plant-sampled material is known to be of the same batch used on a specific test section, the number of this test section should be entered on the form. However, if specific test sections corresponding to the plant sampled material can not be identified, enter "00" on the test section number to indicate "project level data".

PERSON PERFORMING SAMPLING. Record the name, title and affiliation of the person performing the sampling.

PLANT NAME. Record the common name or operator of the mix plant facility which produced the sampled material.

PLANT LOCATION. Record the location of the mix plant, including street address, town, and state.

PLANT TYPE. Indicate the general type of mix plant used to produce the mix. If a plant other than a batch or drum plant was used, indicate other and provide a description of the plant on the next line.

DESCRIPTION OF MIX PLANT. Provide a brief description of the type of mix plant noting any special features of traditional types of batch or drum plants, or a description of other mix plant types.

MANUFACTURER OF MIX PLANT. Enter the name of the mix plant manufacturer.

MODEL NUMBER. Enter the model number or model designation of the mix plant.

BATCH SIZE. Record the size of the batch from which the sample was obtained.

SAMPLING LOCATION. Enter the code number shown on the data form corresponding to the location from which the sample was taken. If the sample was taken from the roadway prior to compaction, indicate the station (relative to the test section) and offset of the sample along with the respective test section number.

MIX TYPE. Enter the code number corresponding to the generic type of material (all virgin material, or containing recycled material).

LAYER TYPE. Enter the code number, as shown on the form, which corresponds to the type of layer in which the material is used.

SAMPLE TYPE DESIGNATOR. Enter the sample type designation for the sample. This is a 4 digit code which identifies the generic type of material, virgin or recycled, and a sequential number for each sample of each material type obtained. For materials incorporating all virgin materials, the sample type designation shall begin with the letters BV (Bulk Virgin). For materials incorporating recycled materials, the designator shall begin with BR (Bulk Recycled). These letter designations are followed with a two digit number sequentially assigned to each sample, for each type of material.

SAMPLE NUMBER. This is a 4 digit code starting with the letters BA (Bulk) and followed with a sequentially assigned two digit number, which uniquely designates each bulk asphalt concrete sample.

APPROXIMATE SAMPLE SIZE. Enter the approximate weight of the sample, to the nearest pound.

DATE SAMPLED. Enter the date the material sample was obtained.

LOCATION SAMPLE SHIPPED TO. Record the location the sample was shipped to from the field. In many cases this should be the laboratory assigned by the participating agency to perform the testing.

DATE SHIPPED. Enter the date the material was shipped to the location indicated on the form.

GENERAL REMARKS. Provide any general remarks concerning the obtained sample, comments concerning the quality or uniformity of the mix, or any other pertinent information.

#### FIELD OPERATION INFORMATION FORM 1. LABORATORY SHIPMENT SAMPLES INVENTORY

This form is not a data form, and therefore information from this form will not be included in the data base. The form titled, Field Operations Information Form provides information on where each sample was shipped for testing. This form is similar to Form S06 used for GPS test sections to provide a detailed inventory of material samples shipped to each materials testing laboratory. At least one form should be completed for each sampling area on the test site. The inventory should be made in the following sequence of sample location numbers, starting from the pavement surface layer in each case:

1. Samples from C-Type locations, starting with cores of pavement surface layers.
2. Samples from A-Type bore holes and other similar bore holes.
3. Samples from BA-Type bore holes and other similar bore holes.
4. Samples from the test pit.

Sample location numbers and sample numbers should be obtained from the appropriate Sampling Data Sheets. "Sample size" should be used to record the number of bags of bulk samples or the number of jar samples bearing a single sample number in each case. The bulk sample from one layer can be placed in more than one bag, if necessary. In this case, the same sample number should be indicated on all bags together with an indication of the number of bags on the

labels and in the column of the "Sample size." For core samples, record only diameter of the core in the "Sample size" column in inches.

Enter core, bulk, moisture, tube or splitspoon in the "Sample type" column as appropriate. Enter AC, PCC, Base, Subbase or Subgrade in the "Sample material" column as appropriate. The "Sample condition" should indicate a brief description as to the overall quality of the sample (cores: good, poor, fractured; bulk samples: satisfactory, wet, insufficient quantity, contaminated). Since more than one laboratory may be used to perform testing on samples obtained from each sampling area, room is provided on this form to indicate up to three laboratories. For each sample, enter a laboratory number and define it at the bottom of the form.

Generally, the following samples will be reported on this form:

- All PCC cores from C-Type and A-Type locations.
- All treated base/subbase cores (including ATB, CTB and econcrete) of 4 inch diameter from C-Type locations.
- Bulk samples and jar samples of granular (untreated) layers and subgrade from BA-Type locations and test pits.
- Thin-walled tube samples and splitspoon samples from the subgrade.
- Bulk samples of uncompacted asphalt concrete, aggregates, and asphalt cement.

#### **FIELD OPERATION INFORMATION FORM 2. SUMMARY OF MATERIAL SAMPLES SENT TO EACH LABORATORY**

This form provides a summary of the information included on Field Operations Information Form 1 concerning shipment of samples to testing laboratories. It is similar to Form S06A used for GPS test sections. A separate form should be completed for each set of samples sent to each laboratory.

This form requires that the layer from which samples are obtained be identified with a layer number. The layer numbers are assigned in a sequential order starting with the subgrade and increasing upwards to the pavement surface.

Enter the layer number in the left hand column, starting with "1" for the subgrade and increasing by one for each additional layer. The last layer number should be assigned to the pavement surface layer. A description of the pavement layer material and sample type is provided in the next column on the right, followed by the total number of samples by each sample type.

## CONSTRUCTION DATA

Construction data for the SPS-6 experiment include primarily items related to local repair, surface preparation, and placement of the overlay material as appropriate. In addition, this data includes material properties measured as part of the mix design and construction quality control operations.

A number of data sheets must be used for construction data. A set of twenty seven SPS Construction Data Sheets were developed for the SPS-6 experiment. In addition, data forms from the GPS Rehabilitation and Maintenance chapters of the Data Collection Guide must also be completed as needed. Table 2 lists the construction related data sheets that should be completed for the different test sections. Supplemental sections constructed at the SPS-6 site may require completion of additional GPS maintenance and rehabilitation data sheets, since a variety of treatments may be used. The GPS maintenance and rehabilitation data sheets listed in Table 2 are included in this report for convenience. Other data sheets needed to describe the supplemental test section should be obtained from the LTPP Data Collection Guide.

## LTPP-SPS CONSTRUCTION DATA SHEETS

The following LTPP-SPS construction data sheets should be completed as appropriate for the SPS-6 experiment.

CONSTRUCTION DATA SHEET 1.	REFERENCE PROJECT STATION TABLE
CONSTRUCTION DATA SHEET 2.	REVISED LAYER DESCRIPTIONS
CONSTRUCTION DATA SHEET 3.	PRE-OVERLAY SURFACE PREPARATION SKETCH
CONSTRUCTION DATA SHEET 7.	OVERLAY PLACEMENT OPERATIONS
CONSTRUCTION DATA SHEET 8.	OVERLAY COMPACTION DATA
CONSTRUCTION DATA SHEET 9.	CONSTRUCTION QUALITY CONTROL MEASUREMENTS
CONSTRUCTION DATA SHEET 10.	LAYER THICKNESS MEASUREMENTS
CONSTRUCTION DATA SHEET 11.	MISCELLANEOUS CONSTRUCTION NOTES AND COMMENTS
CONSTRUCTION DATA SHEET 12.	PARTIAL DEPTH PATCHING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES

Table 2. Guide to completion of data forms for construction of SPS-6 test sections

	Test Section								Project
	1	2	3	4	5	6	7	8	
SPS Construction Data Sheets									
1									✓
2			✓	✓		✓	✓	✓	
3	*	*	*	*	*	*	*	*	
7			✓	✓		✓	✓	✓	
8			✓	✓		✓	✓	✓	
9		A	A	A	A	A	A	A	
10			✓	✓		✓	✓	✓	
11	N	N	N	N	N	N	N	N	N
12		*	*	*	✓	✓			
13		*	*	*	✓	✓			
14		*	*	*	✓	✓			
15	*	*			✓				
16	*	*			✓				
17 & 18	*	*			✓				
19		*			✓				
20		*	*	*	✓	✓			
21		*	*	*	✓	✓			
22		*	*	*	✓	✓			
23		*	*	*	✓	✓			
24 & 25					*	*			
26 & 27					*	*			
28					✓	✓	✓	✓	
29							✓	✓	
30				✓					
Rehabilitation Data Sheets (from GPS)									
7			✓	✓		✓	✓	✓	
61			✓	✓	*	*	*	*	
✓ Always complete data sheet for this section. * Complete data sheet if treatment was performed as appropriate. A Complete data sheet if required data is available. N Complete data sheet as needed.									

CONSTRUCTION DATA SHEET 13.	PARTIAL DEPTH PATCHING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES (CONTINUED)
CONSTRUCTION DATA SHEET 14.	PARTIAL DEPTH PATCHING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES (CONTINUED)
CONSTRUCTION DATA SHEET 15.	JOINT RESEALING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES
CONSTRUCTION DATA SHEET 16.	JOINT RESEALING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES (CONTINUED)
CONSTRUCTION DATA SHEET 17.	CRACK SEALING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES
CONSTRUCTION DATA SHEET 18.	CRACK SEALING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES (CONTINUED)
CONSTRUCTION DATA SHEET 19.	DIAMOND GRINDING FOR PAVEMENT SURFACES
CONSTRUCTION DATA SHEET 20.	FULL DEPTH REPAIR DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES
CONSTRUCTION DATA SHEET 21.	FULL DEPTH REPAIR DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES (CONTINUED)
CONSTRUCTION DATA SHEET 22.	FULL DEPTH REPAIR DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES (CONTINUED)
CONSTRUCTION DATA SHEET 23.	FULL DEPTH REPAIR DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES (CONTINUED)
CONSTRUCTION DATA SHEET 24.	LOAD TRANSFER RESTORATION DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES
CONSTRUCTION DATA SHEET 25.	LOAD TRANSFER RESTORATION DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES (CONTINUED)
CONSTRUCTION DATA SHEET 26.	UNDERSEALING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES
CONSTRUCTION DATA SHEET 27.	UNDERSEALING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES (CONTINUED)
CONSTRUCTION DATA SHEET 28.	SUBDRAINAGE RETROFIT DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES

- CONSTRUCTION DATA SHEET 29. CRACK/BREAK AND SEAT DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES
- CONSTRUCTION DATA SHEET 30. SAW AND SEAL DATA FOR PORTLAND CEMENT CONCRETE SURFACES WITH ASPHALTIC CONCRETE OVERLAYS

A description of the items to be entered on each Construction Data Sheet follows.

**CONSTRUCTION DATA SHEET 1. REFERENCE PROJECT STATION TABLE**

A reference project station system must be established for each project. This station referencing system starts with station 0+00 assigned to the starting point of the first test section encountered on the project. The station number of the beginning and end of all test sections on the project will be referenced to this point to provide a relative distance measure of the beginning, end, and distance between test sections on the site. This continuous system is used to avoid compounding measurement error within test sections since test sections are not precisely marked to 500 feet (or 1000 feet for Sections 2 and 5) when laid out. This information will be used to process profile data collected from continuous measurements over the test sites and to identify the locations of the materials sampling and testing operations on the test sections for the entire site. In addition, this information will indicate the ordering and distance between test sections.

Space is also provided on the data form to indentify the GPS test sections that exist on the same project.

Field measurements should be used to locate the start and end point of each test section with an accuracy of  $\pm 1$  foot. A manual rolling wheel distance measurement device or a calibrated vehicle mounted DMI of the required accuracy may be used for this purpose. Ideally, these measurements should be made prior to overlay construction, e.g. at the time when the test section locations are

initially marked on the pavement. This data can then be used as a check against the repositioning of the start and end of the test sections following overlay construction. Otherwise, these measurements should be performed on the as-marked sections following construction.

The relative SPS project station location information is recorded on Construction Data Sheet 1. The starting point of the first test section encountered on the project in the direction of traffic is assigned station 0+00. Station numbers for the start and end of all test sections on each SPS test site should run continuous from this point with no equations and measured to the nearest one foot. This station numbering system is independent of the station numbering used on the construction plans to avoid complications due to mid-project station equations. A space is provided for the station number of the end of the first test section, since it may not always occur precisely at station 5+00 or 10+00.

The test section ID number and relative station numbers of the beginning and ending of each section should be entered on Sheet 1, in the order that each test section is encountered in the direction of travel.

1. TEST SECTION ID NUMBER. The six digit test section ID number, consisting of the STATE CODE, SPS PROJECT CODE, and TEST SECTION NUMBER, should be entered for each SPS test section. If a GPS test section on the project is being used as both a SPS and GPS test section, such as use of a GPS section as the control section for an SPS project, then enter the GPS test section number in the table and indicate the corresponding SPS test section number under item 5 below.
2. START STATION NUMBER. The station number of the starting point of the test section relative to the starting point of the first test section on the project, to the nearest foot.
3. END STATION NUMBER. The station number of the ending point of the test section relative to the starting point of the first test section on the project, to the nearest foot.

4. SUBGRADE STRUCTURE TYPE. Enter the code number shown under note 1 on the form to indicate if the test section is located entirely on fill, cut, at-grade or is located on both cut and fill. If the test section is located on both cut and fill, the approximate location of the cut-fill transition within the test section should be entered using a TEST SECTION relative station number (0+00 to 5+00).
  
5. SPS - GPS TEST SECTION EQUALITIES. Spaces are provided to indicate the corresponding SPS test section number if a GPS test section(s) is being used as part of the SPS experiment. Typically this will be limited to use of a GPS test section as the control section for the SPS experiment. Other GPS sections may be present on the project if the agency's standard rehabilitation treatment on the project corresponds to the criteria established for the GPS-7B experiment.
  
6. INTERSECTIONS BETWEEN TEST SECTIONS ON THE PROJECT. If any intersections occur between any of the test sections on the project, indicate the number or name of the intersecting route, the reference project station number, and check whether it is an entrance or exit ramp, or an intersection with a stop sign, traffic signal, or is unsignalized.

#### CONSTRUCTION DATA SHEET 2. REVISED LAYER DESCRIPTIONS

This data sheet should be completed for each test section to describe the previous and newly overlaid pavement structure layers. The layer numbers shown on this form provide a key reference to the other detailed information sheets concerning the properties of the layer. In order to provide future analysts with information on the test section pavement structure prior to overlay and to avoid confusion with layer numbers, the complete layer structure of the test section prior to overlay must be described. This pavement layer structure should be the same as the layer structure provided on the Laboratory Material Handling and Testing Form L05.

1. LAYER NUMBER. The printed layer number on the form is used to reference the pavement layers on other data sheets. The first layer is assigned to subgrade and all other layers assigned increasing numbers. An overlay surface will be the highest numbered layer.
2. LAYER DESCRIPTION. The layer description code, as shown in note 2 on the form, which describes the general type of layer should be entered corresponding to its order within the layer structure.
3. MATERIAL TYPE CLASSIFICATION. This code identifies the type of material in each layer. These codes are listed in Tables A.5, A.6, and A.7. for surfacing materials, base and subbase materials, and subgrade soils, respectively.
4. LAYER THICKNESS. Enter the average thickness of each material layer. If sufficient measurement information is available enter the maximum, minimum, and standard deviation of the thickness measurements.

#### CONSTRUCTION DATA SHEET 3. PRE-OVERLAY SURFACE PREPARATION SKETCH

This form is used to sketch the approximate locations of pre-overlay preparation treatments applied to the test section. The approximate location of patches, sealed cracks, and other features of the surface prior to placement of the overlay layers should be sketched. This will help establish the location of pertinent features on the test section surface prior to placement of the overlay material and those which may not have been recorded by the distress photography performed prior to the start of construction.

#### CONSTRUCTION DATA SHEET 7. OVERLAY PLACEMENT OPERATIONS

This data sheet should be completed for all test sections, except the control section.

1. DATA SURFACE PREPARATION BEGAN. Enter the date on which surface preparation on the test section began.
2. DATE SURFACE PREPARATION COMPLETED. Enter the date on which surface preparation on the test section was completed.
3. SURFACE PREPARATION PRIOR TO PLACEMENT OF OVERLAY. Indicate the type of preparation treatment applied to the pavement surface of prior to overlay placement.
4. TACK COAT MATERIAL. Enter the layer number from Construction Data Sheet 2 which corresponds to the tack coat layer. If two tack coat layers are placed at different interfaces within the overlay structure, enter both layer numbers in the spaces provided. Enter the code number on the form corresponding to the type of asphaltic tack coat material used.
5. DILUTION PERCENTAGE OF ASPHALT EMULSION TACK COAT. Enter either the dilution percentage or the mixing rate of water in emulsified asphalt cement tack coat materials. Use the following formula to compute percent dilution:

$$\text{Dilution Percentage} = [V_{\text{asphalt}} / (V_{\text{water}} + V_{\text{asphalt}})] * 100$$

where:

$V_{\text{water}}$  = volume of water or diluent added to unit volume of asphalt.

$V_{\text{asphalt}}$  = unit volume of asphalt used as basis of mixing.

Alternatively, the mixing rate, i.e. parts diluent (water) to parts asphalt, can be entered in the space provided.

6. TACK COAT APPLICATION RATE. Enter the application rate of the combined tack coat mixture in gallons per square yard.

7. ASPHALT CONCRETE HAUL. Enter the type of asphalt concrete mix plant, a reference mix plant name, the haul distance and approximate haul time from the plant to the construction project, and the layer numbers of the material. Space is provided for up to three different mix plants in the instance that more than one mix plant was used to produce the asphalt concrete used in the different paving courses.
8. MANUFACTURER OF ASPHALT CONCRETE PAVER. Enter the name of the manufacturer of the asphalt concrete paver.
9. MODEL DESIGNATION OF ASPHALT CONCRETE PAVER. Enter the model number designation of the asphalt concrete paver used on the test section.
10. SINGLE PASS LAYDOWN WIDTH. Enter the single pass laydown width of the paver used on the test section to the nearest 0.1 foot.
11. AC BINDER COURSE LIFT. Enter the layer number of the AC binder course specified in Construction Data Sheets 2. Enter the nominal placement thickness of each lift of the binder course. This is the placement thickness prior to compaction and should be based on field observations and measurements. Provide only one entry if only one lift is placed. Leave these entries blank if an AC binder course was not placed.
12. AC SURFACE COURSE LIFT. Enter the layer number of the AC surface course lift specified in Construction Data Sheet 2. Enter the nominal placement thickness of each lift of the dense graded surface course. This is the placement thickness prior to compaction and should be based on field observations and measurements. Provide only one entry if only one lift is placed.
13. SURFACE FRICTION COURSE. If a separate surface friction course is applied to the pavement, indicate the layer number from Construction Data Sheet 2 and the nominal placement thickness. Note that surface friction courses are not desired on SPS test sections, but may be used if required by the agency.

14. TEST SECTION STATION OF TRANSVERSE JOINTS. Enter the location of transverse paving joints which occur within the limits of the test section in any of the AC layers. Use the test section relative station number (between 0+00 and 5+00 or 10+00). As transverse paving joints are not allowed within the test sections, this entry should generally be left blank.
15. LOCATION OF LONGITUDINAL SURFACE JOINT. Indicate if the longitudinal joint in the surface of the pavement is either located within the width of the test section lane or between lanes. In either case, enter the offset distance from the outside shoulder longitudinal surface joint (or approximate location of the edge stripe). If joints occur both within the test lane and between lanes, indicate the location of the joint within the test lane.
16. SIGNIFICANT EVENTS DURING CONSTRUCTION. Describe any significant events which occurred during construction and may influence the performance of the test section such as disruptions to the paving operations due to rain, equipment break downs or unusual periods of sustained high or low temperatures. Use Construction Data Sheet 11 if more room is required for comments.

**CONSTRUCTION DATA SHEET 8. OVERLAY COMPACTION DATA**

1. DATA PAVING OPERATIONS BEGAN. Enter the date on which paving operations on the test section began.
2. DATE PAVING OPERATIONS COMPLETED. Enter the date on which paving operations on the test section were completed.
3. LAYER NUMBER. Enter the layer number from Construction Data Sheet 2 which corresponds to the compaction information provided on this form. A separate sheet must be completed for each layer compacted.

4. MIXING TEMPERATURE. Enter the temperature of the mixture during mixing at the plant in °F.
5. LAYDOWN TEMPERATURES. Enter the mean, minimum, maximum, standard deviation, and number of measurements of the asphalt concrete laydown temperatures. These measurements should be performed in the field as close to the rear of the paver as practical. Measurements every 100 feet per paver pass are desired.
- 6-22 ROLLER DATA. Codes appear on the data sheet for steel-wheeled tandem, pneumatic-tired, single-drum vibratory, and double-drum vibratory types of rollers. For each type of roller, spaces are provided to describe significant characteristics for up to four different rollers of the same type. Enter the requested characteristics for each roller used to compact the referenced layer. These roller code numbers are used in the compaction data portion of the form to indicate the number of coverages of each roller.
- 23-28 COVERAGES. For the breakdown, intermediate and final compaction of each lift, indicate the numbers of coverages of each roller used. Enter the roller code number specified under roller data and the corresponding number of coverages for each lift of the material. A coverage is defined as one trip of the roller across the pavement.
29. AIR TEMPERATURE. Enter the air temperature during compaction to the nearest degree fahrenheit. Space is provided to record data for each lift up to four lifts.
30. COMPACTED THICKNESS. Enter the compacted thickness to the nearest 0.1 inch. Space is provided to record data for each lift up to four asphalt concrete lifts.
31. CURING PERIOD. Enter the length of the curing period, to the nearest tenth of a day, before a new lift is placed or the layer is opened to

traffic. Space is provided to record data for each lift up to four asphalt concrete lifts.

#### CONSTRUCTION DATA SHEET 9. CONSTRUCTION QUALITY CONTROL MEASUREMENTS

The purpose of this form is to record the results of nuclear density tests or surface profile measurements if used as construction control or acceptance by the participating agency. For nuclear density tests, it is desired that the test section be treated as the sampling unit if a random sampling technique is used. Reported Profilograph readings should be based on measurements on the 500 foot (1000 foot) test section length and prorated to units of inches per mile. Measurements over 528 feet (0.1 mile) or 1056 feet (0.2 mile) centered around the test section may also be used.

1. DATA MEASUREMENTS BEGAN. Enter the date on which the quality control measurements on the test section began.
2. DATE MEASUREMENTS COMPLETED. Enter the date on which the quality control measurements on the test section were completed.
3. NUCLEAR DENSITY MEASUREMENTS. Space is provided for entry of the results of nuclear density tests on asphalt concrete rut level-up, mill replacement, binder course, surface course, and surface friction course pavement layers. Enter information only for the layers on the test section that were tested. For each layer tested, enter the measurement method (backscatter, direct transmission, air gap), rod depth (for direct transmission measurements), number of measurements, average, maximum, minimum and standard deviation of the density measurements (pounds per cubic foot), and the corresponding layer number from Construction Data Sheet 2.
4. MANUFACTURER OF NUCLEAR DENSITY GAUGE. Indicate the name of the manufacturer of the nuclear density gauge used for the reported measurements.

5. NUCLEAR DENSITY GAUGE MODEL NUMBER. Enter the manufacturer's model designation of the gauge used.
6. NUCLEAR DENSITY GAUGE IDENTIFICATION NUMBER. Enter the identification number of the nuclear density gauge used.
7. NUCLEAR GAUGE COUNT RATE FOR STANDARDIZATION. Enter the gauge density count rate used for standardization.
8. PROFILOGRAPH MEASUREMENTS. Report the results of any Profilograph measurements performed on the overlay surface layer. For each measurement performed, report the type of Profilograph (Rainhart or California), Profile index, interpretation method (manual, mechanical, or computer), height of blanking band, and cutoff height. Note that mechanical interpretation method refers to readings from mechanical counters located on some devices. Enter mechanical counter reading only if the profilograms are not interpreted either by manual or computer methods.
9. SURFACE PROFILE USED AS BASIS OF INCENTIVE PAYMENT? Indicate if the surface profile is or is not used as a contractual basis for incentive payments to the construction contractor.

#### CONSTRUCTION DATA SHEET 10. LAYER THICKNESS MEASUREMENTS

This form is used to record the results of the layer thickness measurements within the test section from before and after elevation measurements. Enter the data for commencement and completion of measurements in items 1 and 2, respectively.

Results of thickness measurements should be provided for 5 offset points at every station along the project which was measured. The station number should be entered as the test section relative station number. Offset distance should be entered in inches and measured from the outside shoulder lane edge joint or edge stripe. Space is provided to enter elevation for up to five types of layers within the test section. If individual layer thicknesses are not measured, enter

the layer thicknesses in the column corresponding to the layer whose after placement surface elevation was measured. For example, if the only after placement surface elevation measured was that of the surface course, then the layer thickness should be entered on Construction Data Sheet 10 under the surface course column. Enter the layer number of each layer for which a layer thickness is shown. Use more than one sheet as required.

#### CONSTRUCTION DATA SHEET 11. MISCELLANEOUS CONSTRUCTION NOTES AND COMMENTS

This data sheet is provided for reporting miscellaneous notes and comments, further descriptions of entries on other forms, or construction related data that are not covered on other data forms. Comments on this form should address features or occurrences which may ultimately influence the performance of the test section. For example, comments from the site asphalt concrete inspector may be included on marginal or questionable batches which were either rejected or used on the test sections.

Also, this sheet may be used to provide additional comments on items included in other data sheets. In those cases, the items and sheet numbers pertaining to these comments should be indicated on this form.

In addition, this form can also be used to report other types of quality control measurements performed on the test sections which are not covered in the construction data sheets. For example, if profile or ride quality acceptance procedures are not based on Profilograph measurements, this information could be provided on this form. In this case, specify the type, manufacture, model number of measurement equipment used, and a reference to the standard test procedure employed (such as ASTM, AASHTO, or Agency Test method). If similar types of data or information are reported on this sheet, consideration will be given to the development of standard data forms for reporting this information to simplify entry in the data base.

**CONSTRUCTION DATA SHEET 12. PARTIAL DEPTH PATCHING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES**

This data sheet is used for reporting information on patches constructed on jointed portland cement concrete pavements within a test section. A partial depth patch consists of replacing less than the full depth of the pavement surface layer primarily to repair areas of spalling. It does not include replacing all pavement and base courses down to the subgrade.

1. DATE PATCHING OPERATIONS BEGAN. This is the date on which patching operations on the test section began.
2. DATE PATCHING OPERATIONS COMPLETE. This is the date on which placement of all patches on the test section was completed.
3. PRIMARY DISTRESS OCCURRENCE PATCHED. Enter the code which indicates the primary reason for patching. Where patching was required for more than one reason, enter the cause resulting in the greatest area of patching. Codes appear on Table A.22 of Appendix A of the LTPP Data Collection Guide. A space is also provided for writing in a reason for which no code is provided.
4. SECONDARY DISTRESS OCCURRENCE PATCHING. Enter the code which indicates the secondary reason for patches from Table A.22 of Appendix A of the LTPP Data Collection Guide.
5. PATCHES. The approximate total area patched in square feet, i.e. the number of patches, and the average depth of the patches to the nearest 0.1 inch.
6. METHOD USED FOR PATCH BOUNDARY DETERMINATION. Enter the appropriate code to identify the method of patch boundary determination. A space is provided on the data form to specify other methods, if used.

7. METHOD USED TO CUT BOUNDARIES. Enter the appropriate code to indicate the method used for cutting the existing pavement at the patch boundary. A space is provided for entering other methods, if used.
8. METHOD USED TO BREAK UP AND/OR REMOVE DETERIORATED CONCRETE. Enter the appropriate code to identify the method used to break up and/or remove the existing PCC materials. A space is provided to specify other methods, if used.
9. METHOD FOR FINAL CLEANING OF PATCH AREA. Enter the appropriate code to specify the means of final surface preparation used to prepare the area to be patched.

**CONSTRUCTION DATA SHEET 13. PARTIAL DEPTH PATCHING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES, CONTINUED**

This data sheet is a continuation of Construction Data Sheet 12, Partial Depth Patching Data for Pavements with Portland Cement Concrete Surfaces.

1. PATCH MATERIAL USED. Enter the appropriate code to identify the type of surface material used to patch the pavement. If a material other than those specified is used, it should be indicated in the space provided.
2. BONDING AGENT. Enter the appropriate code to identify the material used to bond the patch material to the existing portland cement. If a material other than those specified is used, it should be indicated in the space provided.
3. MIXTURE DESIGN FOR PATCH MATERIAL. The pounds per cubic yard of coarse aggregate, fine aggregate, cement, and water (in gallons per cubic yard) in the patch mixture. Coarse aggregate is aggregate retained on a No. 4 sieve.
4. MAXIMUM SIZE OF COARSE AGGREGATE. The maximum size of coarse aggregate used in the patch material to the nearest 0.1 inch.

5. CEMENT TYPE USED. Enter the appropriate code to identify the type of cement used in the patch mix. Types of cement and associated codes are shown in Table A.11 of the Data Collection Guide. Enter "61" for epoxy cement and "62" for polymer cement. If a cement not otherwise identified was used, enter "63."
6. AIR CONTENT. The mean air content in percent by volume and range of air contents in the portland cement concrete mix to the nearest one-tenth of a percent.
7. ADMIXTURES. Admixtures added to the concrete mix. Spaces are provided to list up to two types of admixtures. Codes are provided in Table A.12 of the Data Collection Guide.
8. SLUMP. The mean and range of the slump for portland cement concrete patch material to the nearest 0.1 inch.
9. COMPRESSIVE STRENGTH OF PATCH MATERIAL. The compressive strength of a standard cylinder of PCC patch material in psi after a certain curing time period in days. If compression tests were not performed and another strength test (such as the indirect tensile test) was performed, space is provided to identify the type of strength testing performed on the patch material, type of loading, age at testing, and measured strength. Refer to the test by AASHTO, ASTM, or agency's designation.

**CONSTRUCTION DATA SHEET 14. PARTIAL DEPTH PATCHING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES, CONTINUED**

This data sheet is a continuation of Construction Data Sheets 12 and 13, Partial Depth Patching Data for Pavements with Portland Cement Concrete Surfaces.

1. CURING METHOD. The methods used for curing the patch material, if any. Space is provided to identify up to two methods used. Space is also provided to specify other methods that are not shown on the data form.

Where only one method is used, enter code for "Method 1" and leave "Method 2" blank.

2. APPROXIMATE TIME BETWEEN PATCHING AND OPENING TO TRAFFIC. The approximate time in hours after placement of materials until traffic was allowed on the patch surface.
3. AMBIENT CONDITIONS AT TIME OF PATCHING. The low and high air temperatures observed during patching activities in degrees Fahrenheit, and a code to indicate whether the surface was dry or wet at the time of patching.
4. METHOD OF CONSOLIDATING MATERIAL. A code to identify the means of consolidating the patch materials.
5. FINISHING METHOD. A code to identify the method used to finish the patch surface.
6. JOINT FORMING METHOD. The method used for forming contraction joints into the patch for longitudinal, transverse, and shoulder joints where they may be present.

**CONSTRUCTION DATA SHEET 15. JOINT RESEALING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES**

This data sheet is used for recording data for replacement of joint seals in PCC pavements.

1. DATE JOINT SEALANT OPERATIONS BEGAN. This is the date on which joint sealant operations on the test section began.
2. DATE JOINT SEALANT OPERATIONS COMPLETE. This is the date on which all joint sealant operations on the test section were completed.
3. METHOD OF REMOVING OLD SEALANT. A code to identify the method used for removing the old or existing joint sealant.

4. NEW SEALANT RESERVOIR DIMENSIONS. The width and depth of the sealant reservoir to the nearest 0.1 inch.
5. BOND BREAKER UNDER SEALANT. A code to identify the material used to prevent an adhesive bond between the sealant and the bottom of the reservoir. Space is also provided to identify other materials or methods, if used.
6. WERE JOINTED SIDEWALLS REFACED. A code to specify whether none, one, or both sidewalls were refaced during the joint resealing process.
7. CLEANING OF SIDEWALLS. A code to specify the means of cleaning the sidewalls prior to resealing.

**CONSTRUCTION DATA SHEET 16. JOINT RESEALING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES, CONTINUED**

This data sheet is a continuation of Construction Data Sheet 15, Joint Resealing Data for Pavements with Portland Cement Concrete Surfaces. If more than one material or method is used for different joints, repeat Sheets 15 and 16 for each type.

1. TYPE OF CONTRACTION JOINT SEALANT. A code to specify the AASHTO/ASTM designation of the type of joint sealant material used. Space is also provided to enter information regarding the manufacturer and the product's specific name, if no code is provided for the joint sealant used.
2. AVERAGE DEPTH OF TOP OF SEALANT PLACEMENT. The depth to the nearest 0.1 inch from the top of the slab to the top of the joint sealant material.
3. ARE EXPANSION JOINTS SEALED DIFFERENTLY THAN CONTRACTION JOINTS. A code to indicate differences in sealing materials used for contraction and expansion joints. A space is provided to enter information on the material types, if used.

4. TOTAL LINEAR FEET OF JOINTS SEALED. The total linear feet to the nearest 0.1 foot of joints sealed for transverse and longitudinal joints.

**CONSTRUCTION DATA SHEET 17. CRACK SEALING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES**

This data sheet is used for recording data for sealing of cracks in PCC pavements.

1. DATE CRACK SEALANT OPERATIONS BEGAN. This is the date on which crack sealing operations began.
2. DATE CRACK SEALANT OPERATIONS COMPLETE. This is the date on which crack sealing operations were completed.
3. NEW SEALANT RESERVOIR DIMENSIONS. The width and depth of the sealant reservoir to the nearest 0.1 inch.
4. BOND BREAKER UNDER SEALANT. A code to identify the material used to prevent an adhesive bond between the sealant and the bottom of the reservoir. Space is also provided to identify other materials or methods, if used.
5. CLEANING OF CRACKS. A code to specify the means of cleaning the cracks prior to sealing.

**CONSTRUCTION DATA SHEET 18. CRACK SEALING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES, CONTINUED**

This data sheet is a continuation of Constuction Data Sheet 17, Crack Sealing Data for Pavements with Portland Cement Concrete Surfaces. If more than one material or method is used for different cracks, repeat Sheets 17 and 18 for each type.

1. TYPE OF SEALANT. A code to specify the AASHTO/ASTM designation of the type of crack sealant material used. Space is also provided to enter information regarding the manufacturer and the product's specific name, if no code is provided for the crack sealant used.
2. AVERAGE DEPTH OF TOP OF SEALANT PLACEMENT. The depth to the nearest one-tenth of an inch from the top of the slab to the top of the crack sealant material.
3. TOTAL LINEAR FEET OF CRACKS SEALED. The total linear feet to the nearest 0.1 foot of cracks sealed on the test section.

**CONSTRUCTION DATA SHEET 19. DIAMOND GRINDING FOR PORTLAND CEMENT CONCRETE PAVEMENT SURFACES**

1. DATE DIAMOND GRINDING OPERATIONS BEGAN. This is the date on which diamond grinding operations began.
2. DATE DIAMOND GRINDING OPERATIONS COMPLETE. This is the date on which all diamond grinding operations were completed.
3. REASON FOR GRINDING. Enter the code corresponding to the primary reason for grinding the pavement section. A space is provided to indicate a reason for which no code is provided.
4. AVERAGE DEPTH OF CUT. The average depth of the cut in the surface material to the nearest 0.01 inch.
5. CUTTING HEAD WIDTH. The approximate width to the nearest 0.1 inch of the machine cutting head.
6. AVERAGE GROOVE WIDTH. The average groove width to the nearest 0.1 inch.
7. AVERAGE SPACING BETWEEN BLADES. The average spacing between the grinding blades to the nearest 0.1 inch.

CONSTRUCTION DATA SHEET 20. FULL DEPTH REPAIR FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES

This data sheet is used for reporting details of full depth repair, including either full depth patches or complete slab replacement, for pavements with PCC surfaces.

1. DATE PATCHING OPERATIONS BEGAN. This is the date on which patching operations on the test section began.
2. Date Patching Operations Complete. This is the date on which placement of all patches on the test section was completed.
3. Primary Distress Occurrence Patched or Replaced with New Slab. A code for indicating the primary reason for patching or slab replacement. If patching or slab replacement was required for more than one reason, enter the cause resulting in the greatest repair area. Codes appear in Table A.22 of Appendix A of the SHRP-LTPP Data Collection Guide and space is provided for writing in a reason for which no code is provided.
4. SECONDARY DISTRESS OCCURENCE PATCHED OR REPLACED WITH NEW SLAB. A code for indicating a second reason for patching or slab replacement.
5. PATCHES. The number and area in square feet of patches placed. Quantities shall be recorded separately for patches of slab only and for patches of the slab combined with base replacement.
6. PATCH MATERIAL USED. A code entered to record the type of surface material used to patch the pavement. If a material other than those specified is used, it should be described in the space provided.
7. SLABS REPLACED. The number and area in square feet of slabs replaced. Quantities shall be recorded separately for slab replacement only and for replacement of both the concrete slab and base layers.

8. METHOD FOR PATCH BOUNDARY DETERMINATION. A code to indicate the means of determining the extent of the area to be patched, or whether slabs should be replaced. Space is provided to describe other methods for which a code was not provided.
9. CUTTING INSTRUMENT. A code to specify the instrument used to cut the boundaries of the area to be patched.

**CONSTRUCTION DATA SHEET 21. FULL DEPTH REPAIR DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES, CONTINUED**

This data sheet is a continuation of Construction Data Sheet 20, Full Depth Repair Data for Pavements with Portland Cement Concrete Surfaces.

1. SECURING LOAD TRANSFER DEVICES. A code to indicate the material used to grout or epoxy load transfer devices into drilled or preformed holes. Space is provided to enter material other than those specified on the data sheet.
2. REINFORCING STEEL PLACED IN PATCH. A code to indicate whether the patched area contains reinforcing steel or not.
3. REBAR NUMBER. The rebar numbers of the longitudinal and transverse bars or wire mesh (tied or untied to old reinforcement) for temperature steel, dowel bars, and tie bars in the full-depth repair. If either longitudinal or transverse bars were not used, the appropriate spaces may be left blank for these and the next three items.
4. BAR LENGTHS. The lengths of longitudinal and transverse bars or wire mesh, to the nearest 0.1 inch.
5. BAR SPACINGS. The approximate center-to-center spacings of adjacent longitudinal and transverse bars or wire mesh, to the nearest 0.1 inch.

6. DOWEL COATINGS. Codes to record the coatings used on longitudinal and transverse dowel bars. If dowel bars were not used, leave this space blank.
7. NUMBER OF SAW CUTS. The number of saw cuts required per patch, if any.
8. DEPTH OF TYPICAL BOUNDARY SAW CUT. The depth, to the nearest 0.1 inch, of the average boundary saw cut.
9. CONCRETE BREAKUP. A code to specify the means of breaking up the existing concrete to be removed.
10. REMOVAL OF CONCRETE. A code entered to indicate the method of material removal from the area patched.

**CONSTRUCTION DATA SHEET 22. FULL DEPTH REPAIR DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES, CONTINUED**

This data sheet is a continuation of Construction Data Sheets 20 and 21, Full Depth Repair Data for Pavements with Portland Cement Concrete Surfaces.

1. METHOD OF REINFORCING STEEL PLACEMENT. A code to indicate the means of placing the reinforcing steel. If reinforcing steel is not included, this space should be left blank.
2. MIXTURE DESIGN FOR PCC PATCH MATERIAL. The pounds per cubic yard of coarse aggregate, fine aggregate, cement, and water (in gallons per cubic yard) in patch mixture. Coarse aggregate is the portion retained on the No. 4 sieve.
3. CEMENT TYPE USED. Enter the appropriate code to identify the type of cement used in the patch mix. Types of cement and associated codes are provided in Table A.11 of the Data Collection Guide. Enter "61 for epoxy cement and "62" for polymer cement. If a cement not otherwise identified was used, enter "63."

4. AIR CONTENT. The mean air content and range of the measured values (in percent by volume) in the portland cement mix, to the nearest 0.1 percent.
5. ADMIXTURES. Admixtures added to the PCC mix. Spaces are provided to list up to two types of admixtures. A list of admixtures is provided in Table A.12, Appendix A of the SHRP-LTPP Data Collection Guide.
6. SLUMP. The mean slump and the range (minimum and maximum measured value) for portland cement concrete patch material, to the nearest 0.1 inch.
7. FLEXURAL STRENGTH (MODULUS OF RUPTURE). The mean flexural strength of the portland cement concrete mix used in the patch in pounds per square inch, based on third point loading (ASTM C78), and the number of days the beam was cured before testing. If third-point beam tests were not performed and another strength test (such as compressive or splitting tensile tests) was performed, space is provided to identify the type of strength testing performed on the concrete mixture, the type of loading, age at testing, and measured strength. Refer to the test by AASHTO, ASTM, or agency's designation.
8. AMBIENT CONDITIONS AT TIME OF PATCHING. The low and high air temperature observed during patching activities in degrees Fahrenheit, and a code to indicate whether the surface was dry or wet at the time of patching.
9. MAXIMUM SIZE OF COARSE AGGREGATE. The maximum size of the coarse aggregate in the patch material to the nearest 0.1 inch.
10. CONSOLIDATION OF MATERIALS. A code to indicate the means of consolidating the patch materials into the area patched.
11. FINISHING. A code to indicate the means of finishing the surface of the patched area or new slab. Where a method other than one of those specified was used, it should be indicated in the space provided.

CONSTRUCTION DATA SHEET 23. FULL DEPTH REPAIR DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES, CONTINUED

This data sheet is a continuation of Construction Data Sheets 20, 21, and 22, Full Depth Repair Data for Pavements with Portland Cement Concrete Surfaces.

1. JOINT FORMING METHOD. Codes to identify the method of forming contraction joints in the shoulder, transverse direction, and longitudinal direction. Space is provided to identify a method other than those listed.
2. WAS BOND BREAKER USED BETWEEN ADJACENT LANES. A code to indicate whether a bond breaker was used to prevent bonding of the new patch to the adjacent lane.
3. CURING METHOD. Codes to indicate one or two methods of curing the patch materials. A space is provided to specify a method other than one of those listed. If only one method was used, leave "Method 2" only.
4. APPROXIMATE TIME BETWEEN PATCHING AND OPENING TO TRAFFIC. The approximate time, in hours, the patch materials were allowed to cure prior to allowing traffic on the surface.
5. TYPE OF TRANSVERSE JOINTS IN PATCHES OR SLABS. Codes to indicate the type of joints adjacent to or in patches or new slabs, respectively, include expansion joints, contraction joints, or a mixture of the two. Leave code for patches blank if no patches were adjacent to or include joints. Leave code for slabs blank if no full slabs were replaced.
6. WERE OLD JOINTS MATCHED. A code to indicate whether joints in the patch were matched with the existing joints in the pavement.

CONSTRUCTION DATA SHEET 24. LOAD TRANSFER RESTORATION DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES

This data sheet is used for describing work to restore load transfer across joints in an existing jointed concrete pavement.

1. DATE LOAD TRANSFER RESTORATION BEGAN. This is the date on which load transfer restoration operations on the test section began.
2. DATE LOAD TRANSFER RESTORATION COMPLETE. This is the date on which load transfer restoration of all required joints on the test section was completed.
3. NUMBER OF JOINTS IN TEST SECTION. The total number of joints in the test section.
4. NUMBER OF LOAD TRANSFER RESTORATION LOCATIONS. The total number of joints where load transfer restoration was performed.
5. NUMBER OF DEVICES PER JOINT. The number of load restoration devices installed per joint.
6. LOCATION OF DOWELS OR SHEAR DEVICES. The average distances (to the nearest inch) from the outer lane edge to the center of the load transfer device, for up to fourteen devices.
7. DIAMETER OF RETROFIT DOWEL BARS. The average dowel bar diameter to the nearest 0.01 inch, if dowel bars are installed. The dowel bar diameter shall be greater than or equal to 1.25 inches.
8. MATERIAL USED TO BACKFILL SLOT/CORE HOLE. A code to identify the type of material used to backfill around the load transfer restoration device.
9. BONDING AGENT USED BETWEEN EXISTING PCC AND BACKFILL MATERIAL. A code to identify the material used to bond the backfill material to the existing PCC pavement.

CONSTRUCTION DATA SHEET 25. LOAD TRANSFER RESTORATION DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES, CONTINUED

This data sheet is a continuation of Construction Data Sheet 24, Load Transfer Restoration Data for Pavements with Portland Cement Concrete Surfaces. This data sheet is used to report information on the joint load transfer efficiency measurements made both before and after treatment. The procedures for performing the necessary deflection testing using a Falling Weight Deflectometer are contained in the FWD Test Plan for the SPS-6 experiment.

1. LOAD TRANSFER EFFICIENCY BEFORE AND AFTER RESTORATION. The load transfer efficiencies are recorded in the outer wheel path (approximately 2.5 feet from the edge of the traveled lane for transverse joints) at a maximum of 10 joints. Entries for point distance will be the same for each of the three separate tests (deflection basin at the center of the slab, deflection transfer on the approach side of the joint and deflection transfer on the leave side of the joint) performed at a particular joint. Tests are to be conducted before and after restoration at the same joints.

Load Transfer Efficiency (LTE) is calculated as follows:

$$\text{LTE} = A * \frac{\delta_{ul}}{\delta_i} * 100$$

where:

LTE = percent load transfer

A = 1 if  $X \leq 12$  in.

A =  $\delta_o/\delta_x$  if  $X > 12$  in.

X = distance between deflection measurements  $\delta_o$  and  $\delta_x$ , and  $\delta_i$  and  $\delta_{ul}$ , inches (it is preferred that  $X \leq 12$  in.)

$\delta_o$  = center load deflection for midslab test (at same load level as  $\delta_i$ ).

$\delta_x$  = midslab deflection measured X distance from  $\delta_o$ .

$\delta_i$  = center load deflection for test at edge of crack or joint.

$\delta_{ul}$  = deflection of the surface of the unloaded slab X distance from  $\delta_i$ .

(Note: The purpose for including the center of slab deflections is to adjust the measurements at the joint for natural slab bending. This is believed to provide a more realistic value for load transfer efficiency.)

The FWD measurements are not to be obtained when the temperature is greater than 70°F as the joints and cracks are likely to be closed tightly and high load transfer will typically be measured.

It is preferable to make FWD measurements within six months after load transfer restoration is completed.

2. DATE OF LOAD TRANSFER EFFICIENCY TESTS. Provide day, month, and year (last two digits) when tests were conducted, before and after the load restoration.

#### CONSTRUCTION DATA SHEET 26. UNDERSEALING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES

This data sheet is used for reporting information on undersealing operations performed on an existing pavement.

1. DATE UNDERSEALING BEGAN. This is the date on which undersealing operations on the test section began.
2. DATE UNDERSEALING COMPLETE. This is the date on which all undersealing operations on the test section were completed.
3. TYPE OF MIXTURE USED IN UNDERSEALING. A code to identify the type of material used to underseal the pavement.
- 4-8. MIX DESIGN OF PORTLAND CEMENT GROUT. Spaces are provided to record mix design information for a portland cement grout used to underseal the pavement. This includes type of cement, the ratio of cement to sand by weight, the water/cement ratio by weight, additive type (enter "N" if none is used), and amount of additive in percent by weight of cement.

9. FLUIDITY OF PORTLAND CEMENT GROUT. The fluidity of the grout, to the nearest 0.2 seconds, as measured by Test Method ASTM C939-81.
10. CUBE COMPRESSIVE STRENGTH OF PORTLAND CEMENT GROUT. The compressive strength of 2 inch cube specimens as measured by Test Methods AASHTO T106 or ASTM C109 in psi.
11. CURING PERIOD FOR PORTLAND CEMENT GROUT. Number of days for which the grout cubes were cured before compressive strength testing by Test Methods AASHTO T106 or ASTM C109 was performed.
12. DETERMINATION OF AREA TO BE UNDERSEALED. A code to record the means for determining the required areal extent of the undersealing efforts. Codes are provided on the data sheet.

**CONSTRUCTION DATA SHEET 27. UNDERSEALING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES, CONTINUED**

This data sheet is for continuation of Construction Data Sheet 26, Undersealing Data for Pavements with Portland Cement Concrete Surfaces.

1. DEPTH OF UNDERSEALING HOLE FROM TOP OF THE SLAB. The thickness of the slab at the subsealing hole to the nearest 0.1 inch.
2. MAXIMUM ALLOWABLE PUMPING PRESSURE. The maximum pumping pressure allowable during subsealing to the nearest psi.
3. MAXIMUM SURGE PRESSURE. The maximum surge pressure allowed to initiate undersealing to the nearest psi.
4. SLABS IN TEST SECTION. For jointed concrete pavements record the number of slabs in the test section (to the nearest whole number) and the number of slabs undersealed.

5. AVERAGE NUMBER OF HOLES PER SLAB UNDERSEALED. The average number of holes per slab in the jointed concrete test sections that were undersealed.
6. TYPICAL NUMBER OF UNDERSEALING HOLES NEAR JOINT OR CRACK. The average number of undersealing holes per slab within two feet of a joint or crack.
7. AVERAGE VOLUME OF MATERIAL PUMPED PER HOLE. The average volume of pumped material per hole, to the nearest 0.1 cubic foot.
8. MONITORING OF LIFT. Code to identify the method used for monitoring the undersealing work and amount of lift. A space is provided for describing a method other than those listed.
9. TYPICAL TIME BETWEEN UNDERSEALING AND REOPENING TO TRAFFIC. The approximate time in hours between the time of subsealing and allowing traffic over the project.
10. WERE DEFLECTION MEASUREMENTS TAKEN BEFORE AND AFTER UNDERSEALING. A code to identify whether or not deflection measurements were taken before and/or after undersealing.
11. TIME OF DAY WHEN DEFLECTION MEASUREMENTS WERE CONDUCTED. Provide the hour of the day at which the deflection measurements started and ended, for measurements before and after undersealing, in military time. If measurements were taken for more than one day, enter earliest starting time and latest ending time.

**CONSTRUCTION DATA SHEET 28. SUBDRAINAGE RETROFIT DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES**

This data sheet used is for reporting information on subdrainage systems installed in an existing pavement.

1. DATE SUBDRAINAGE PLACEMENT BEGAN. This is the date on which subdrainage installation on the test section began.

2. DATE SUBDRAINAGE PLACEMENT COMPLETE. This is the date on which subdrainage installation on the test section was completed.
3. TYPE OF DRAINAGE PIPE. A code to record the type of pipe used as subdrains. A space is provided for entering a type other than those listed. If the drainage system does not employ pipes, enter "9".
4. DIAMETER OF PIPE. The diameter or width of the subdrain pipe to the nearest 0.1 inch. If the drainage system does not employ pipes, leave blank.
5. DEPTH OF PIPE BELOW TOP OF PAVEMENT SURFACE. The average depth from the top of the pavement surface to the top of the subdrain pipe, to the nearest 0.1 inch. If the drainage system does not employ pipes, leave blank.
6. HORIZONTAL PLACEMENT OF PIPE FROM OUTER EDGE OF PAVEMENT. The approximate horizontal distance between the edge of the full depth pavement surface and the centerline of the subdrain pipe, to the nearest 0.1 inch. If the drainage system does not employ pipes, leave blank.
7. TYPE OF PRIMARY FILTER USED. A code to identify the type of primary filter material used to prevent clogging of the drain.
8. MAXIMUM PARTICLE SIZE OF PRIMARY FILTER MATERIAL. If the primary filter material is granular in composition, enter the maximum aggregate size used, to the nearest 0.1 inch.
9. GRADATION OF THE PRIMARY FILTER MATERIAL. If the primary filter material is granular in composition, enter the gradation of the filter material expressed in terms of percent by weight passing each of four listed standard sieve sizes.
10. PERMEABILITY OF PRIMARY FILTER MATERIAL. The average permeability of the primary filter material to the nearest 100 feet per day.

11. TYPE AND LOCATION OF SECONDARY FILTER MATERIAL. A code to record the use of a secondary filter material, if applicable.
12. AVERAGE OUTLET INTERVAL. The approximate average distance in feet between adjacent subdrainage outlets.
13. PRIMARY PURPOSE OF SUBDRAINAGE INSTALLATION. A code to identify the primary reason for which subdrains were installed.

**CONSTRUCTION DATA SHEET 29. CRACK/BREAK AND SEAT DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES**

This data sheet is used for reporting information on crack/break and seat operations performed on an existing concrete pavement.

1. DATE CRACK/BREAK AND SEAT OPERATION BEGAN. This is the date on which crack/break and seat operations on the test section began.
2. DATE CRACK/BREAK AND SEAT OPERATION COMPLETED. This is the date on which all required crack/break and seat operations on the test section were completed.
3. AVERAGE PCC BREAKAGE SIZE. The estimated average length and width of the broken PCC pieces to the nearest one inch.
4. PAVEMENT BREAKER PASSES/LANE. The number of pavement breaker passes per lane.
5. PAVEMENT BREAKER TYPE. A code to identify the type of pavement breaker used.
6. SEATING ROLLER WEIGHT. The weight of the pneumatic tired seating roller (to the nearest ton) used after breaking the pavement.

7. NUMBER OF SEATING ROLLER PASSES/LANE. The number of passes of the seating roller per lane.
8. DEFLECTION MEASUREMENTS TAKEN. Codes to record if and when deflection measurements were taken during performance of the work.
9. BROKEN PAVEMENT SURFACE PREPARATION. Codes to identify the means of surface preparation used prior to overlay placement.

**CONSTRUCTION DATA SHEET 30. SAW AND SEAL DATA FOR PORTLAND CEMENT CONCRETE SURFACES WITH ASPHALT CONCRETE OVERLAYS**

This data sheet is used for reporting information on saw and seal operations performed on asphalt concrete overlays placed on PCC pavements.

1. DATE SAW AND SEAL OPERATION BEGAN. This is the date on which saw and seal operations on the test section began.
2. DATE SAW AND SEAL OPERATION COMPLETE. This is the date on which saw and seal operations on the test section were completed.
3. NUMBER OF JOINTS SAWED. Enter the number of transverse joints sawed in the asphalt concrete overlay.
4. NUMBER OF DAYS AFTER PLACEMENT OF OVERLAY BEFORE SAWING AND SEALING OPERATION BEGAN. Enter the number of days after the final placement of the asphalt concrete overlay before the sawing of joints began.
5. AVERAGE EXTENT OF SAW CUT INTO SHOULDER. Enter the length, in inches, of saw cutting into the asphalt concrete shoulder beyond the pavement edge. This should be an average of sawed joints for the entire test section.
6. AVERAGE DEPTH OF SAW CUT. Enter the average depth of the saw cut below the asphalt concrete overlay surface.

7. AVERAGE WIDTH OF SAW CUT. Enter the average width of the saw cut for the asphalt concrete overlay.
8. AVERAGE SHAPE FACTOR OF THE SAWED JOINT. Enter the average shape factor of the sawed joints for the entire test section.

#### GPS REHABILITATION DATA SHEETS

Two data collection sheets from the GPS Rehabilitation Data Chapter of the Data Collection Guide should be completed for the SPS-6 test sites, as indicated in Table 2. These are:

- REHABILITATION DATA SHEET 7 ASPHALT CONCRETE OVERLAY, LABORATORY MIXTURE DESIGN
- REHABILITATION DATA SHEET 61 RESTORATION OF AC SHOULDERS

Rehabilitation Data Sheet 7 should be completed from project records and construction observations for each new asphalt concrete layer identified on Construction Data Sheet. Rehabilitation Data Sheet 61 should be completed to provide information on shoulder treatments. A description of the items to be entered on these two sheets follows.

#### REHABILITATION DATA SHEET 7, ASPHALT CONCRETE OVERLAY, LABORATORY MIXTURE DESIGN

The following data items are to be derived from tests conducted on the mixture during mix design.

1. LAYER NUMBER. The asphalt concrete layer to be described on this sheet (from Construction Data Sheet 2).
2. MAXIMUM SPECIFIC GRAVITY. The maximum specific gravity (to the nearest thousandth) of the mixture, calculated using Equations 7.2 and 7.3.
3. BULK SPECIFIC GRAVITY. The bulk specific gravity (to the nearest thousandth) of the mixture, compacted in the laboratory at the optimum

asphalt content and by appropriate procedures for Marshall or Hveem stability. Test Method ASTM D1188 is to be used for establishing the bulk specific gravity.

4. OPTIMUM ASPHALT CONTENT. The optimum amount of asphalt cement added to the asphalt concrete mixture to the nearest 0.1 percent. This optimum asphalt content is obtained from the Marshall or Hveem Stability Testing.
5. PERCENT AIR VOIDS. The calculated air voids (to the nearest 0.1 percent) in the mixture, compacted in the laboratory to the optimum asphalt content and by appropriate procedures for Marshall or Hveem stability. Equation 7.4 may be used for calculating the percent air voids.
6. MARSHALL STABILITY. The Marshall Stability (Test Method AASHTO T245 or ASTM D1559) of the mixture at optimum asphalt content in pounds.
7. NUMBER OF BLOWS. The number of blows of the compaction hammer that were applied to each end of the specimen to compact it for Marshall Stability and flow testing.
8. MARSHALL FLOW. The Marshall Flow (Test Method AASHTO T245 or ASTM D1559) of the mixture at optimum asphalt content. This item is to be entered as the whole number of the measured hundredth of an inch (i.e. if 0.15 is measured, enter "15.").
9. HVEEM STABILITY. The Hveem Stability or "stabilometer value" of the mixture at optimum asphalt content as measured with the Hveem apparatus using Test Method AASHTO T246 (or ASTM D1561).
10. HVEEM COHESIOMETER VALUE. The cohesiometer value of the mixture at optimum asphalt content, in grams per 25 mm width (or diameter) of specimen, obtained by Test Method AASHTO T246 (or ASTM D1561).

**REHABILITATION DATA SHEET 61, RESTORATION OF AC SHOULDERS**

This data sheet is used for describing work performed to restore existing shoulders. All data items pertain to the characteristics of the restored AC shoulder.

1. SHOULDER RESTORED. A code to indicate whether the outside, inside, or both shoulders were restored. Note that Data Items 2 to 7 pertain to restored inside and/or outside shoulders. Data Items 8 to 14 pertain to restored outside shoulders only.
2. SURFACE TYPE. The type of restored shoulder surface (See Table A.5, Appendix A of SHRP LTPP Data Collection Guide for codes).
3. TOTAL WIDTH. The total (paved and unpaved) width of the restored shoulder to the nearest foot.
4. PAVED WIDTH. The total paved width of the restored shoulder to the nearest foot.
5. SHOULDER BASE TYPE. The type of base material used in the restored shoulder (See Table A.6, Appendix A of SHRP LTPP Data Collection Guide for codes).
6. SURFACE THICKNESS. The average thickness of the restored shoulder surface at the outside lane-shoulder edge to the nearest 0.1 inch.
7. BASE THICKNESS. The average thickness of the restored shoulder base at the outside lane-shoulder edge to the nearest 0.1 inch.
8. TYPE OF SHOULDER RESTORATION. A code to identify the procedure used to restore the shoulder.
9. TYPE OF AC MATERIALS. The type of asphalt concrete materials used in the shoulder restoration.

10. THICKNESS OF AC MATERIAL REMOVED BY COLD MILLING. If cold milling was used, the thickness of the AC removed, to the nearest 0.1 inch.
11. AC OVERLAY THICKNESS. If an AC overlay was placed on the shoulder, the thickness of the overlay to the nearest 0.1 inch.
12. LANE/SHOULDER JOINT SEALANT. The method used to seal the joint separating the shoulder and traffic lane.
13. LANE/SHOULDER JOINT SEALANT RESERVOIR. The average Width and Depth of the as-built joint sealant reservoir between the restored shoulder and traffic lane. If butt or keyed joints were used without a sealant reservoir, enter "0.0" in both of the spaces provided.
14. TYPE OF JOINT SEALANT. A code to indicate whether the sealant was poured (molded in place) or preformed (compression-type).

#### LABORATORY MATERIAL TESTING DATA

Laboratory material tests should be performed in accordance with the SHRP standard protocols contained in the most recent version of Operational Guide No. SHRP-LTPP-OG-004, "SHRP-LTPP Interim Guide for Laboratory Material Handling and Testing." The Guide contains data forms for reporting test information and results. Procedures and forms for those test methods that are not included in the GPS materials testing program but required for the SPS-6 experiment are listed in the Operational Memorandum No. SHRP-LTPP-OM-019, "Specific Pavement Studies: Materials Sampling and Testing Requirements for Experiment SPS-6, Rehabilitation of Jointed Portland Cement Concrete Pavements", January 1991.

#### TRAFFIC DATA

Traffic data should be collected and reported using the same forms and procedures as used for GPS test sections. Historical traffic data forms must be completed for the project as required for GPS test sections. Monitoring information must be reported using the same formats and procedures as required for GPS test sections.

In general, traffic data should be recorded as "project level data" and coded with a "00" as the test section number. In instances where an intersection exists within the test site and thus resulting in different traffic levels on the test sections, measurements of the traffic level on the different groups of sections on each side of the intersection should be referenced to the lead test section of the group. The locations of intersections or ramps that exist within the test site should be recorded on Construction Data Sheet 1.

#### CLIMATIC DATA

The procedures used for collection and storage of climate and environmental data for GPS test sections should be followed for SPS-6 projects. Since this data will apply to all test sections on the project, it should be recorded as "project level data" with a "00" entered as the test section number.

DISTRESS, DEFLECTION, PROFILE AND SKID DATA

Guidelines on the timing of deflection, profile, distress, and friction measurements before, during, and after rehabilitation activities are shown in Table 3. In general, the same procedures and reporting formats used for GPS should be followed for the measurements on SPS test sections, except that deflection measurements should be modified in accordance with the FWD Test Plan developed for this experiment. The data should be obtained and reported for each test section.

MAINTENANCE AND REHABILITATION DATA

All maintenance and rehabilitation activities performed on the SPS test sections after completion of construction should be recorded on a test section basis using the data sheets contained in the LTPP Data Collection Guide.

Table 3. Guidelines on before and after monitoring measurements on SPS-6 test sites.

MEASUREMENT	BEFORE CONSTRUCTION <sup>*</sup>	AFTER CONSTRUCTION
DEFLECTION MEASUREMENTS	< 3 Months	1 - 3 Months
PROFILE MEASUREMENTS	< 3 Months	< 2 Months
DISTRESS SURVEY	< 6 Months	< 6 Months
FRICTION MEASUREMENTS	< 12 Months	3 - 12 Months

\* Deflection testing will be performed on the crack/break and seat sections before cracking, immediately after cracking, and again after seating.

APPENDIX A

SAMPLING DATA SHEETS, CONSTRUCTION DATA SHEETS  
AND FIELD OPERATIONS INFORMATION FORMS

(Exclusively for SPS Experiments)

LTPP-SPS MATERIAL SAMPLING AND FIELD TESTING  
 PAVEMENT CORE LOG AT BOREHOLE LOCATIONS  
 SAMPLING DATA SHEET 1

SHEET NUMBER \_\_\_\_\_ OF \_\_\_\_\_

IRP REGION \_\_\_\_\_ STATE \_\_\_\_\_ STATE CODE \_\_\_\_\_  
 PS EXPERIMENT NO \_\_\_\_\_ SPS PROJECT CODE \_\_\_\_\_  
 ROUTE/HIGHWAY \_\_\_\_\_ Lane \_\_\_\_\_ Direction \_\_\_\_\_ TEST SECTION NO. \_\_\_\_\_  
 SAMPLE/TEST LOCATION:  Before Section  After Section FIELD SET NO. \_\_\_\_\_

OPERATOR \_\_\_\_\_ EQUIPMENT USED \_\_\_\_\_ CORING DATE \_\_\_\_-\_\_\_\_-\_\_\_\_  
 SAMPLING AREA NO. SA- \_\_\_\_\_ LOCATION: STATION \_\_\_\_\_ OFFSET \_\_\_\_\_ feet from °/s  
 CORE HOLE NUMBER \_\_\_\_\_ CORE BARREL SIZE \_\_\_\_\_ (in. Inside Diam.) Cooling Medium \_\_\_\_\_

Scale (Inches)	Depth (Inches)	Core Recov. (Inches)	Core Sample No.	Material Description	Material Code
0					
5					
10					
15					
20					
25					

Note: "Depth" should be measured from the top of the pavement surface to the bottom of the cores of each layer and recorded to the nearest tenth of an inch.

GENERAL REMARKS: \_\_\_\_\_

CERTIFIED \_\_\_\_\_ VERIFIED AND APPROVED \_\_\_\_\_ DATE \_\_\_\_\_  
 \_\_\_\_\_ -19\_\_\_\_  
 Field Crew Chief SHRP Representative Month- Day - Year  
 Affiliation: \_\_\_\_\_ Affiliation: \_\_\_\_\_

LTPP-SPS MATERIAL SAMPLING AND FIELD TESTING  
 PAVEMENT CORE LOG AT C-TYPE CORE LOCATIONS  
 SAMPLING DATA SHEET 2

SHEET NUMBER \_\_\_\_\_ OF \_\_\_\_\_

SHRP REGION \_\_\_\_\_ STATE \_\_\_\_\_ STATE CODE \_\_\_\_\_  
 SPS EXPERIMENT NO \_\_\_\_\_ SPS PROJECT CODE \_\_\_\_\_  
 ROUTE/HIGHWAY \_\_\_\_\_ Lane \_\_\_\_\_ Direction \_\_\_\_\_ TEST SECTION NO. \_\_\_\_\_  
 SAMPLE/TEST LOCATION:  Before Section  After Section FIELD SET NO. \_\_\_\_\_

OPERATOR \_\_\_\_\_ EQUIPMENT USED \_\_\_\_\_ CORING DATE \_\_\_\_-\_\_\_\_-\_\_\_\_

SAMPLING AREA NO SA-\_\_\_\_\_ CORE BARREL: Tip Type \_\_\_\_\_ Cooling Medium \_\_\_\_\_

Note: Record information for all cores extracted from each core hole in one column in the table below. Use a separate sheet for each sampling area. "Depth" should be measured from the pavement surface to the bottom of the core and recorded to the nearest tenth of an inch.

CORE HOLE NUMBER						
LOCATION: (a) STATION						
(b) OFFSET (Feet, O/S)						
Core Recovered?	YES/NO	YES/NO	YES/NO	YES/NO	YES/NO	YES/NO
Replacement Core Hole No.						
Core Size (inch Diam.)	4/6	4/6	4/6	4/6	4/6	4/6
Core Sample No.						
Depth (Inches)						
Material Description						
Material Code						
Core Size (inch Diam.)	4/6	4/6	4/6	4/6	4/6	4/6
Core Sample No.						
Depth (Inches)						
Material Description						
Material Code						
Core Size (inch Diam.)	4/6	4/6	4/6	4/6	4/6	4/6
Core Sample No.						
Depth (Inches)						
Material Description						
Material Code						
Core Size (inch Diam.)	4/6	4/6	4/6	4/6	4/6	4/6
Core Sample No.						
Depth (Inches)						
Material Description						
Material Code						
Remarks						

GENERAL REMARKS: \_\_\_\_\_

CERTIFIED \_\_\_\_\_ VERIFIED AND APPROVED \_\_\_\_\_ DATE \_\_\_\_\_

Field Crew Chief  
 Affiliation: \_\_\_\_\_

SHRP Representative  
 Affiliation: \_\_\_\_\_

\_\_\_\_\_-\_\_\_\_\_-19\_\_\_\_\_  
 Month- Day- Year

LTPP-SPS MATERIAL SAMPLING AND FIELD TESTING  
 A-TYPE BORE HOLE LOG  
 SAMPLING DATA SHEET 4

SHEET NUMBER \_\_\_\_\_ OF \_\_\_\_\_

IRP REGION \_\_\_\_\_ STATE \_\_\_\_\_  
 SPS EXPERIMENT NO \_\_\_\_\_  
 ROUTE/HIGHWAY \_\_\_\_\_ Lane \_\_\_\_\_ Direction \_\_\_\_\_  
 SAMPLE/TEST LOCATION:  Before Section  After Section

STATE CODE \_\_\_\_\_  
 SPS PROJECT CODE \_\_\_\_\_  
 TEST SECTION NO. \_\_\_\_\_  
 FIELD SET NO. \_\_\_\_\_

OPERATOR \_\_\_\_\_ EQUIPMENT USED \_\_\_\_\_ BORING DATE \_\_\_\_-\_\_\_\_-\_\_\_\_  
 SAMPLING AREA NO: SA-\_\_\_\_\_ LOCATION: STATION \_\_\_\_\_ OFFSET \_\_\_\_\_ feet from o/s  
 BORE HOLE NUMBER: \_\_\_\_\_ BORE HOLE SIZE: \_\_\_\_\_ (inch Diam.)

Scale (Inches)	Strata Change (Inches)	Sample Number (1)	#Blows(2)			Ref? Y/N (3)	DLR (Inches) (4)	IOP (5)	Material Description	Material Code
			6"	6"	6"					
10.0										
20.0										
30.0										
40.0										
50.0										
60.0										
70.0										
80.0										
90.0										
100.0										

- Record sample numbers for splitspoon/thin-walled tube samples taken from the subgrade.
- For splitspoon samples, record the number of blows for the first, second and third 6 inches of penetration.
- Refused** - If the splitspoon is refused, place a Y in the **REFUSAL** column and complete **Driving Length To Refusal** column. Refusal is defined as less than 1 inch of penetration with 100 blows.
- Driving Length To Refusal** - Record penetration to refusal of splitspoon from the top of the pavement surface.
- Inches Of Penetration** - Record from start of splitspoon sampling procedure if 100 blows is reached before one foot of penetration. If penetration exceeds 12 inches before 100 blows is reached, enter middle 6 inches plus depth of penetration into the last 6 inches when 100 blows was reached (not including seating drive); record to nearest tenth of an inch.

GENERAL REMARKS: \_\_\_\_\_  
 CERTIFIED \_\_\_\_\_ VERIFIED AND APPROVED \_\_\_\_\_ DATE \_\_\_\_-\_\_\_\_-19\_\_\_\_  
 Field Crew Chief \_\_\_\_\_ SHRP Representative \_\_\_\_\_  
 Affiliation: \_\_\_\_\_ Affiliation: \_\_\_\_\_

LTPP-SPS MATERIAL SAMPLING AND FIELD TESTING  
 BA-TYPE BORE HOLE LOG  
 SAMPLING DATA SHEET 5

SHEET NUMBER \_\_\_\_\_ OF \_\_\_\_\_

IRP REGION \_\_\_\_\_ STATE \_\_\_\_\_ STATE CODE \_\_\_\_\_  
 SPS EXPERIMENT NO \_\_\_\_\_ SPS PROJECT CODE \_\_\_\_\_  
 ROUTE/HIGHWAY \_\_\_\_\_ Lane \_\_\_\_\_ Direction \_\_\_\_\_ TEST SECTION NO. \_\_\_\_\_  
 SAMPLE/TEST LOCATION:  Before Section  After Section FIELD SET NO. \_\_\_\_\_

OPERATOR \_\_\_\_\_ EQUIPMENT USED \_\_\_\_\_ BORING DATE \_\_\_\_-\_\_\_\_-\_\_\_\_  
 SAMPLING AREA NO: SA- \_\_\_\_\_ LOCATION: STATION \_\_\_\_\_ OFFSET \_\_\_\_\_ feet from °/s  
 BORE HOLE NUMBER: \_\_\_\_\_ BORE HOLE SIZE: \_\_\_\_\_ (inch Diam.)

Scale (Inches)	Strata Change (Inches)	Sample Number (1)	Moisture Sample Number (2)	Material Description	Material Code
10.0					
20.0					
30.0					
40.0					
50.0					
60.0					
70.0					
80.0					
90.0					
100.0					

- Record sample numbers for bulk samples taken from unbound layers and the subgrade.
- Record sample numbers for samples taken from unbound base, subbase and subgrade for moisture content testing.

GENERAL REMARKS: \_\_\_\_\_

CERTIFIED  
 \_\_\_\_\_  
 Field Crew Chief  
 Affiliation: \_\_\_\_\_

VERIFIED AND APPROVED  
 \_\_\_\_\_  
 SHRP Representative  
 Affiliation: \_\_\_\_\_

DATE  
 \_\_\_\_-\_\_\_\_-19\_\_\_\_  
 Month- Day- Year

LTPP-SPS MATERIAL SAMPLING AND FIELD TESTING  
 TEST PIT LOG  
 SAMPLING DATA SHEET 6

SHEET NUMBER \_\_\_\_\_ OF \_\_\_\_\_

HRP REGION \_\_\_\_\_ STATE \_\_\_\_\_  
 SPS EXPERIMENT NO \_\_\_\_\_  
 ROUTE/HIGHWAY \_\_\_\_\_ Lane \_\_\_\_\_ Direction \_\_\_\_\_  
 SAMPLE/TEST LOCATION:  Before Section  After Section

STATE CODE \_\_\_\_\_  
 SPS PROJECT CODE \_\_\_\_\_  
 TEST SECTION NO. \_\_\_\_\_  
 FIELD SET NO. \_\_\_\_\_

TECHNICIAN \_\_\_\_\_ EQUIPMENT \_\_\_\_\_ EXPLORATION DATE \_\_\_\_-\_\_\_\_-\_\_\_\_  
 SAMPLING AREA NO: SA-\_\_\_\_\_ LOCATION: STATION \_\_\_\_\_ OFFSET \_\_\_\_\_ feet from °/s  
 TEST PIT NUMBER \_\_\_\_\_ PIT SIZE: (a) Length \_\_\_\_\_ feet (b) Width \_\_\_\_\_ feet

Scale (Inches)	Strata Change (Inches)	Moisture Sample No.	Bulk Sample No.	Material Description	Material Code
4					
8					
12					
16					
20					
24					
28					
32					
36					
40					
44					
48					

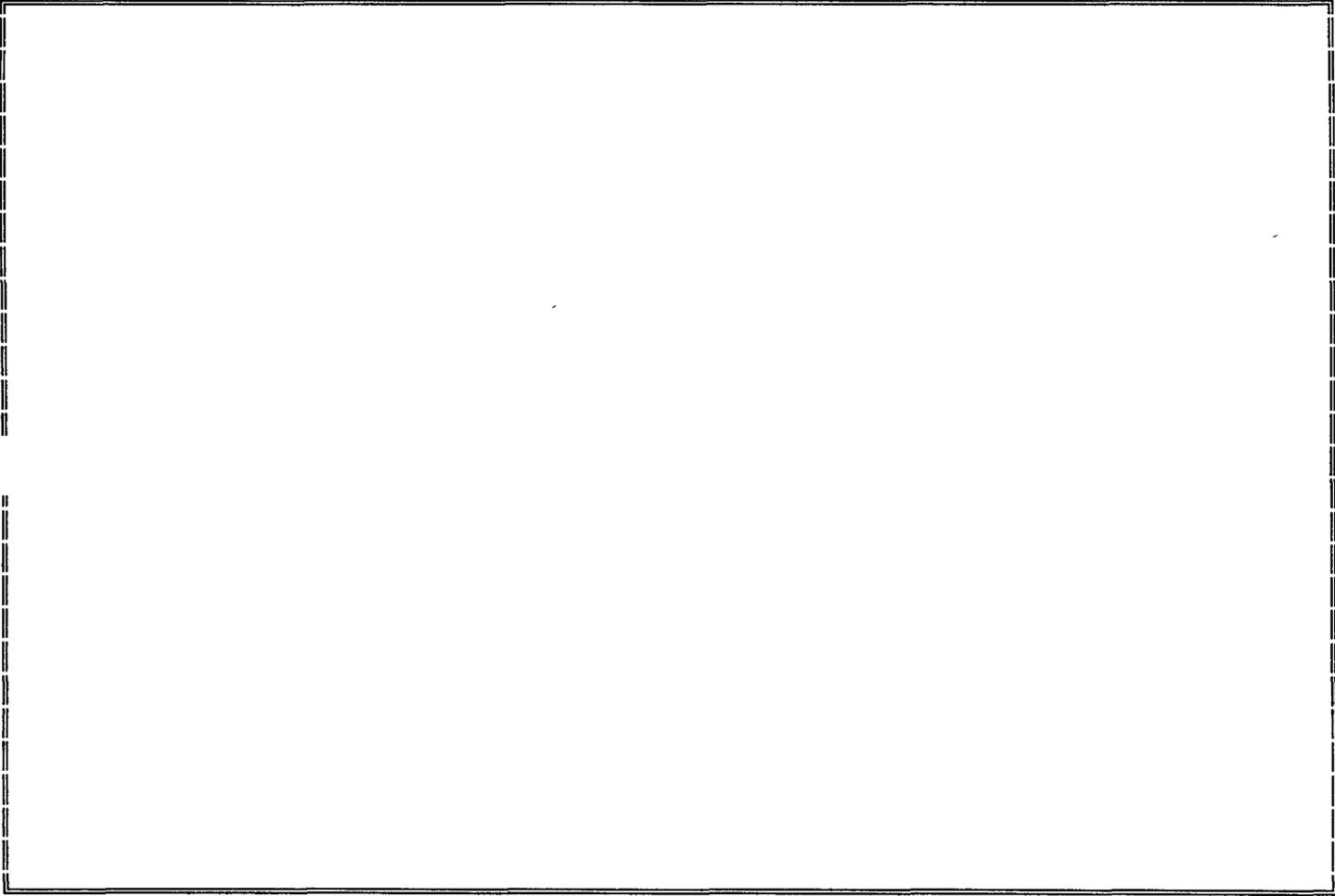
GENERAL REMARKS: \_\_\_\_\_

CERTIFIED	VERIFIED AND APPROVED	DATE
_____	_____	____-____-19____
Field Crew Chief	SHRP Representative	Month- Day- Year
Affiliation: _____	Affiliation: _____	

LTPP-SPS MATERIAL SAMPLING AND FIELD TESTING  
TEST PIT SKETCH  
SAMPLING DATA SHEET 7

SHEET NUMBER \_\_\_\_\_ OF \_\_\_\_\_

HRP REGION \_\_\_\_\_ STATE \_\_\_\_\_ STATE CODE \_\_\_\_\_  
PS EXPERIMENT NO \_\_\_\_\_ SPS PROJECT CODE \_\_\_\_\_  
ROUTE/HIGHWAY \_\_\_\_\_ Lane \_\_\_\_\_ Direction \_\_\_\_\_ TEST SECTION NO. \_\_\_\_\_  
SAMPLE/TEST LOCATION:  Before Section  After Section FIELD SET NO. \_\_\_\_\_  
TECHNICIAN \_\_\_\_\_ EQUIPMENT \_\_\_\_\_ EXPLORATION DATE \_\_\_\_-\_\_\_\_-\_\_\_\_  
SAMPLING AREA NO: SA- \_\_\_\_\_ LOCATION: STATION \_\_\_\_\_ OFFSET \_\_\_\_\_ feet from °/s  
TEST PIT NUMBER \_\_\_\_\_ PIT SIZE: (a) Length \_\_\_\_\_ feet (b) Width \_\_\_\_\_ feet



This form is to be used to sketch the test pit as it was sampled. Show the dimensions of the test pit, the depth of each layer and the material type for each layer. Sketch the direction of traffic on the test pit illustration with an arrow in the direction of traffic.

GENERALREMARKS: \_\_\_\_\_

CERTIFIED \_\_\_\_\_ VERIFIED AND APPROVED \_\_\_\_\_ DATE \_\_\_\_\_-\_\_\_\_\_-19\_\_\_\_  
Field Crew Chief \_\_\_\_\_ SHRP Representative \_\_\_\_\_ Month- Day- Year  
Affiliation: \_\_\_\_\_ Affiliation: \_\_\_\_\_

LTPP-SPS MATERIAL SAMPLING AND FIELD TESTING  
 IN SITU DENSITY AND MOISTURE TESTS  
 SAMPLING DATA SHEET 8

SHEET NUMBER \_\_\_\_\_ OF \_\_\_\_\_

HRP REGION \_\_\_\_\_ STATE \_\_\_\_\_ STATE CODE \_\_\_\_\_  
 SPS EXPERIMENT NO \_\_\_\_\_ SPS PROJECT CODE \_\_\_\_\_  
 ROUTE/HIGHWAY \_\_\_\_\_ Lane \_\_\_\_\_ Direction \_\_\_\_\_ TEST SECTION NO. \_\_\_\_\_  
 SAMPLE/TEST LOCATION:  Before Section  Within Section  After Section FIELD SET NO. \_\_\_\_\_  
 OPERATOR \_\_\_\_\_ NUCLEAR DENSITY GAUGE I.D. \_\_\_\_\_ TEST DATE \_\_\_\_ - \_\_\_\_ - \_\_\_\_  
 SAMPLING AREA NO: SA- \_\_\_\_\_ LOCATION: STATION \_\_\_\_\_ OFFSET \_\_\_\_\_ feet from °/s  
 TEST PIT NO: \_\_\_\_\_ DATE OF LAST MAJOR CALIBRATION \_\_\_\_ - \_\_\_\_ - \_\_\_\_

DEPTH FROM SURFACE TO THE TOP OF THE LAYER, INCHES (See Sheet 5)						
LAYER DESCRIPTION						
MATERIAL TYPE: (G/T)						
DENSITY, pcf	1					
DENSITY COUNT	2					
	3					
(AASHTO T238-86)	4					
AVERAGE DENSITY						
Method (A, B, or C)						
Rod Depth, inches						
MOISTURE CONTENT, %	1					
MOISTURE COUNT	2					
	3					
(AASHTO T239-86)	4					
AVERAGE MOISTURE, %						

GENERAL REMARKS: \_\_\_\_\_

CERTIFIED  
 \_\_\_\_\_  
 Field Crew Chief  
 Affiliation: \_\_\_\_\_

VERIFIED AND APPROVED  
 \_\_\_\_\_  
 SHRP Representative  
 Affiliation: \_\_\_\_\_

DATE  
 \_\_\_\_ - \_\_\_\_ - 19\_\_\_\_  
 Month- Day- Year

LTPP-SPS MATERIAL SAMPLING AND FIELD TESTING  
 SHOULDER PROBE LOG  
 SAMPLING DATA SHEET 9

SHEET NUMBER \_\_\_\_\_ OF \_\_\_\_\_

SHRP REGION \_\_\_\_\_ STATE \_\_\_\_\_

STATE CODE \_\_\_\_\_

PS EXPERIMENT NO \_\_\_\_\_

SPS PROJECT CODE \_\_\_\_\_

ROUTE/HIGHWAY \_\_\_\_\_ Lane \_\_\_\_\_ Direction \_\_\_\_\_

TEST SECTION NO. \_\_\_\_\_

SAMPLE/TEST LOCATION:  Before Section  Within Section  
 After Section

FIELD SET NO. \_\_\_\_\_

OPERATOR \_\_\_\_\_ EQUIPMENT USED \_\_\_\_\_ AUGERING DATE \_\_\_\_-\_\_\_\_-\_\_\_\_

AUGER PROBE NUMBER \_\_\_\_\_ LOCATION STATION: \_\_\_\_\_ OFFSET: \_\_\_\_\_ feet from °/s

TOP OF ROCK BASED ON: \_\_\_\_\_

Scale (feet)	Depth from Surface (Feet)	Material Description	Material Code
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			

REFUSAL WITHIN 20 FEET (Y/N): \_\_\_\_\_

DEPTH TO REFUSAL: \_\_\_\_\_ FEET)

GENERAL REMARKS: \_\_\_\_\_

CERTIFIED \_\_\_\_\_ VERIFIED AND APPROVED \_\_\_\_\_ DATE \_\_\_\_\_

Field Crew Chief  
 Affiliation: \_\_\_\_\_

SHRP Representative  
 Affiliation: \_\_\_\_\_

\_\_\_\_\_-\_\_\_\_\_-19\_\_\_\_\_  
 Month- Day- Year

LTPP-SPS MATERIAL SAMPLING AND FIELD TESTING  
SAMPLING UNCOMPACTED BITUMINOUS PAVING MIXTURES  
SAMPLING DATA SHEET 10

SHEET NUMBER \_\_\_\_\_ OF \_\_\_\_\_

HRP REGION \_\_\_\_\_ STATE \_\_\_\_\_  
PS EXPERIMENT NUMBER \_\_\_\_\_  
ROUTE/HIGHWAY \_\_\_\_\_ Lane \_\_\_\_\_ Direction \_\_\_\_\_

STATE CODE \_\_\_\_\_  
SPS PROJECT CODE \_\_\_\_\_  
TEST SECTION NO. \_\_\_\_\_  
FIELD SET NO. \_\_\_\_\_

PERSON PERFORMING SAMPLING

NAME \_\_\_\_\_ EMPLOYER \_\_\_\_\_  
TITLE \_\_\_\_\_

MIX PLANT

PLANT NAME \_\_\_\_\_  
PLANT LOCATION \_\_\_\_\_  
PLANT TYPE Batch..... 1 Drum..... 2 Other (Specify)..... 3 [\_\_]  
DESCRIPTION OF MIX PLANT \_\_\_\_\_  
MANUFACTURER OF ASPHALT PLANT \_\_\_\_\_  
MODEL NUMBER \_\_\_\_\_  
BATCH SIZE \_\_\_\_\_

SAMPLING LOCATION [\_\_]

Conveyor Belt..... 1 Stockpile..... 2 Haul Truck..... 3 Funnel Device..... 4  
Roadway Prior to Compaction ..... 5 Station \_\_ + \_\_ \_\_ Offset \_\_\_\_ (feet from O/S)  
Other..... 6 (specify) \_\_\_\_\_

MIX TYPE "Virgin" Asphalt Concrete ..... 1 Recycled Asphalt Concrete..... 2 [\_\_]

LAYER TYPE [\_\_]

Rut Level-Up..... 1 Mill Replacement..... 2 Binder Course..... 3  
Surface Course..... 4 Surface Friction Layer..... 5

SAMPLE TYPE DESIGNATION [\_\_ \_\_ \_\_ \_\_]

SAMPLE NUMBER [\_\_ \_\_ \_\_ \_\_]

APPROXIMATE SAMPLE SIZE (lbs) \_\_\_\_\_

DATE SAMPLED (Month - Day - Year) [\_\_ \_\_ - \_\_ \_\_ - \_\_ \_\_]

LOCATION SAMPLE SHIPPED TO \_\_\_\_\_

DATE SHIPPED (Month-Day-Year) [\_\_ \_\_ - \_\_ \_\_ - \_\_ \_\_]

GENERAL REMARKS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

CERTIFIED  
\_\_\_\_\_  
Field Crew Chief  
Affiliation: \_\_\_\_\_

VERIFIED AND APPROVED  
\_\_\_\_\_  
SHRP Representative  
Affiliation: \_\_\_\_\_

DATE  
\_\_\_\_\_-\_\_\_\_\_-19\_\_\_\_\_  
Month- Day- Year



LTPP-SPS MATERIAL SAMPLING AND FIELD TESTING  
 SUMMARY OF MATERIAL SAMPLES SENT TO EACH LABORATORY  
 FIELD OPERATIONS INFORMATION FORM 2

SHEET NUMBER \_\_\_\_\_ OF \_\_\_\_\_

HRP REGION \_\_\_\_\_ STATE \_\_\_\_\_ STATE CODE \_\_\_\_\_  
 PS EXPERIMENT NO \_\_\_\_\_ SPS PROJECT CODE \_\_\_\_\_  
 ROUTE/HIGHWAY \_\_\_\_\_ Lane \_\_\_\_\_ Direction \_\_\_\_\_ TEST SECTION NO. \_\_\_\_\_  
 SAMPLE/TEST LOCATION:  Before Section  After Section FIELD SET NO. \_\_\_\_\_  
 LABORATORY \_\_\_\_\_ WORK COMPLETED ON \_\_\_\_ - \_\_\_\_ - \_\_\_\_

NOTE: This is a summary of material samples sent to each laboratory based on the information from Field Operations Information Form 1. Complete one form for each laboratory that material samples were sent.

LAYER NO. (From Subgrade)	MATERIAL/SAMPLE TYPE	TOTAL NUMBER OF SAMPLES
_____	AC CORES:	4" Diameter _____ 6" Diameter _____ 12" Diameter _____
		AC Cores with Bound Base/Subbase _____
		AC Cores with PCC _____
		AC Cores with PCC and Bound Base/Subbase _____
		PCC Cores with Bound Base/Subbase _____
_____	AC MIX BULK SAMPLES:	Fifty Pound Samples - Virgin _____
		Recycled _____
_____	PCC CORES:	4" Diameter _____ 6" Diameter _____
_____	PCC BEAMS:	_____
_____	BOUND BASE CORES:	4" Diameter _____
_____	UNBOUND BASE SAMPLES:	(a) BAGS (BULK) _____ (b) JARS (MOISTURE) _____
_____	BOUND SUBBASE CORES:	4" Diameter _____
_____	UNBOUND SUBBASE SAMPLES:	(a) BAGS (BULK) _____ (b) JARS (MOISTURE) _____
1	SUBGRADE SAMPLES:	(a) BAGS (BULK) _____ (b) JARS (MOISTURE) _____
		(c) THIN-WALLED TUBES _____ (d) SPLITSPOON _____ JARS

GENERAL REMARKS: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

CERTIFIED	VERIFIED AND APPROVED	DATE
_____	_____	____ - ____ - 19____
Field Crew Chief	SHRP Representative	Month- Day- Year
Affiliation: _____	Affiliation: _____	

SPS-6 CONSTRUCTION DATA SHEET 1 REFERENCE PROJECT STATION TABLE	* STATE CODE [ _ _ ] * SPS PROJECT CODE [ _ _ ] * TEST SECTION NO. [ <u>0</u> <u>0</u> ]
---	--

ORDER	TEST SECTION ID NO (1)	REFERENCE PROJECT STATION NUMBER		(4) CUT-FILL <sup>1</sup>	
		(2) START	(3) END	TYPE	STATION
1	-----	-----+	-----+	---	---+
2	-----	-----+	-----+	---	---+
3	-----	-----+	-----+	---	---+
4	-----	-----+	-----+	---	---+
5	-----	-----+	-----+	---	---+
6	-----	-----+	-----+	---	---+
7	-----	-----+	-----+	---	---+
8	-----	-----+	-----+	---	---+
9	-----	-----+	-----+	---	---+
10	-----	-----+	-----+	---	---+
11	-----	-----+	-----+	---	---+
12	-----	-----+	-----+	---	---+
13	-----	-----+	-----+	---	---+
14	-----	-----+	-----+	---	---+
15	-----	-----+	-----+	---	---+
16	-----	-----+	-----+	---	---+
17	-----	-----+	-----+	---	---+
18	-----	-----+	-----+	---	---+
19	-----	-----+	-----+	---	---+
20	-----	-----+	-----+	---	---+

5. SPS - GPS TEST SECTION EQUALITIES  
 GPS section \_\_\_\_\_ is the same as SPS section \_\_\_\_\_  
 GPS section \_\_\_\_\_ is the same as SPS section \_\_\_\_\_

6. INTERSECTIONS BETWEEN TEST SECTION ON THE PROJECT

ROUTE	PROJECT STATION NO.	RAMPS		I --- INTERSECTION --- I		
		EXIT	ENT	STOP	SIGNAL	UNSIG
_____	-----+	---	---	---	---	---
_____	-----+	---	---	---	---	---
_____	-----+	---	---	---	---	---

Note 1. Indicate the type of subgrade section the test section is located on:  
 Cut ..... 1    Fill ..... 2    At-Grade ..... 3    Cut and Fill ..... 4  
 If cut-fill transition is located in a test section, enter test section station of the cut-fill transition location.

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 2 REVISED LAYER DESCRIPTIONS	* STATE CODE [    ] * SPS PROJECT CODE [    ] * TEST SECTION NO. [    ]
--	---

1. LAYER NUMBER	2. LAYER DESCRIPTION	3. MATERIAL TYPE CLASS	4. LAYER THICKNESSES (Inches)			
			AVERAGE	MINIMUM	MAXIMUM	STD. DEV.
1	SUBGRADE(7)	[    ]	████████	████████	████████	████████
2	[    ]	[    ]	[ . . . ]	- - - . -	- - - . -	- - - . -
3	[    ]	[    ]	[ . . . ]	- - - . -	- - - . -	- - - . -
4	[    ]	[    ]	[ . . . ]	- - - . -	- - - . -	- - - . -
5	[    ]	[    ]	[ . . . ]	- - - . -	- - - . -	- - - . -
6	[    ]	[    ]	[ . . . ]	- - - . -	- - - . -	- - - . -
7	[    ]	[    ]	[ . . . ]	- - - . -	- - - . -	- - - . -
8	[    ]	[    ]	[ . . . ]	- - - . -	- - - . -	- - - . -
9	[    ]	[    ]	[ . . . ]	- - - . -	- - - . -	- - - . -
10	[    ]	[    ]	[ . . . ]	- - - . -	- - - . -	- - - . -
11	[    ]	[    ]	[ . . . ]	- - - . -	- - - . -	- - - . -
12	[    ]	[    ]	[ . . . ]	- - - . -	- - - . -	- - - . -
13	[    ]	[    ]	[ . . . ]	- - - . -	- - - . -	- - - . -
14	[    ]	[    ]	[ . . . ]	- - - . -	- - - . -	- - - . -
15	[    ]	[    ]	[ . . . ]	- - - . -	- - - . -	- - - . -

**NOTES:**

1. Layer 1 is subgrade soil, the highest numbered layer is the pavement surface.
2. Layer description codes:  
 Overlay.....01    Base Layer.....05    Porous Friction Course..09  
 Seal/Tack Coat w/overlay02    Subbase Layer.....06    Surface Treatment.....10  
 Original Surface.....03    Subgrade.....07    Embankment (Fill).....11  
 HMAC Layer (Subsurface).04    Interlayer.....08  
 If milling was performed, the layers which were milled shall be assigned their previous layer number and material type. If the layer was completely removed by milling, it shall still be shown as a layer with a zero thickness.
3. Enter the material type classification codes from Tables A.5, A.6, A.7 and A.8 which best describes the material in each layer. If the layer was milled, enter the material classification code corresponding to the type material which was removed.
4. Enter the average thickness of each layer and the maximum, minimum, and standard deviation of the thickness measurements, if known. If a layer was partially milled, the remaining thickness of the layer shall be indicated.

October 1990 (Heading revised October 1992)

SPS-6 CONSTRUCTION DATA SHEET 3 PRE-OVERLAY SURFACE PREPARATION SKETCH	* STATE CODE [ _ _ ] * SPS PROJECT CODE [ _ _ ] * TEST SECTION NO. [ _ _ ]
--	--

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 4 OVERLAY PLACEMENT OPERATIONS	* STATE CODE [__ __] * SPS PROJECT CODE [__ __] * TEST SECTION NO. [__ __]
--	--

1. DATE SURFACE PREPARATION BEGAN (Month-Day-Year) [\_\_ - \_\_ - \_\_]
2. DATE SURFACE PREPARATION COMPLETED [\_\_ - \_\_ - \_\_]
  
3. SURFACE PREPARATION PRIOR TO PLACEMENT OF OVERLAY [\_\_]
  - None ..... 1      Broomed ..... 2      Broomed + Asphaltic Tack Coat ..... 3
  - Asphaltic Tack Coat (only) ..... 4
  
4. TACK COAT
  - Layer Numbers [\_\_] [\_\_]
  - Material Type      None ..... 1      SS-1 ..... 2      SS-1H ..... 3      CRS-1 ..... 4      [\_\_]
  - CRS-2 ..... 5      CMS-2 ..... 6      CMS-2H .. 7      CSS-1 ..... 8      CSS-1H ..... 9
  - Other ..... 10 (Specify) \_\_\_\_\_
5. TACK COAT DILUTION (Percent) [\_\_]
  - Mixing Rate      Parts Diluent \_\_\_\_\_ TO Parts Asphalt \_\_\_\_\_
6. TACK COAT APPLICATION RATE (Gal/Sq. Yd.) [\_\_ . \_\_]
  
7. ASPHALT CONCRETE PLANT AND HAUL
 

Type	Name	Haul Distance (Mi)	Time (Min)	Layer Numbers
Plant 1 [__]	_____	[__ __]	[__ __]	[__][__][__]
Plant 2 [__]	_____	[__ __]	[__ __]	[__][__][__]
Plant 3 [__]	_____	[__ __]	[__ __]	[__][__][__]

  - Plant Type: Batch ..... 1      Drum Mix ..... 2      Other ..... 3 Specify \_\_\_\_\_
  
8. MANUFACTURER OF ASPHALT CONCRETE PAVER \_\_\_\_\_
9. MODEL DESIGNATION OF ASPHALT CONCRETE PAVER \_\_\_\_\_
  
10. SINGLE PASS LAYDOWN WIDTH (Feet) [\_\_ . \_\_]
  
11. AC BINDER COURSE
  - Layer Number [\_\_ \_\_]
  - Nominal First Lift Placement Thickness - Uncompacted (Inches) [\_\_ . \_\_]
  - Nominal Second Lift Placement Thickness - Uncompacted (Inches) [\_\_ . \_\_]
12. AC SURFACE COURSE
  - Layer Number [\_\_ \_\_]
  - Nominal First Lift Placement Thickness - Uncompacted (Inches) [\_\_ . \_\_]
  - Nominal Second Lift Placement Thickness - Uncompacted (Inches) [\_\_ . \_\_]
13. SURFACE FRICTION COURSE
  - Layer Number [\_\_ \_\_]
  - Nominal Placement Thickness - Uncompacted (Inches) [\_\_ . \_\_]
14. TEST SECTION STATION OF TRANSVERSE JOINTS (within test section)
  - Binder Course [\_\_ + \_\_]
  - Surface Course [\_\_ + \_\_]
  - Surface Friction Course [\_\_ + \_\_]
15. LOCATION OF LONGITUDINAL SURFACE JOINT [\_\_]
  - Between lanes ..... 1      Within lane ..... 2      [\_\_ . \_\_]
  - (specify offset from outside edge of lane, in feet)
16. SIGNIFICANT EVENTS DURING CONSTRUCTION (disruptions, rain, equip. problems, etc.)

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PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 5 OVERLAY COMPACTION DATA	* STATE CODE [    ] * SPS PROJECT CODE [    ] * TEST SECTION NO. [    ]
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1. DATE PAVING OPERATIONS BEGAN (Month-Day-Year) [    -    -    ]
2. DATE PAVING OPERATIONS COMPLETED [    -    -    ]
3. LAYER NUMBER [    ]
4. MIXING TEMPERATURE (°F) [    .    ]
5. LAYDOWN TEMPERATURES (°F)
 

Mean.....	— — .	Number of Tests .....	— — .
Minimum.....	— — .	Maximum.....	— — .
Standard Deviation...	— — .		

ROLLER DATA

	Roller Code #	Roller Description	Gross Wt (Tons)	Tire Press. (psi)	Frequency (Vibr./Min)	Amplitude (Inches)	Speed (mph)	
6	A	Steel-Whl Tandem	— — .					
7	B	Steel-Whl Tandem	— — .					
8	C	Steel-Whl Tandem	— — .					
9	D	Steel-Whl Tandem	— — .					
10	E	Pneumatic-Tired	— — .	— — .				
11	F	Pneumatic-Tired	— — .	— — .				
12	G	Pneumatic-Tired	— — .	— — .				
13	H	Pneumatic-Tired	— — .	— — .				
14	I	Single-Drum Vibr.	— — .		— — .	— — .	— — .	
15	J	Single-Drum Vibr.	— — .		— — .	— — .	— — .	
16	K	Single-Drum Vibr.	— — .		— — .	— — .	— — .	
17	L	Single-Drum Vibr.	— — .		— — .	— — .	— — .	
18	M	Double-Drum Vibr.	— — .		— — .	— — .	— — .	
19	N	Double-Drum Vibr.	— — .		— — .	— — .	— — .	
20	O	Double-Drum Vibr.	— — .		— — .	— — .	— — .	
21	P	Double-Drum Vibr.	— — .		— — .	— — .	— — .	
22	Q	Other						
COMPACTION DATA			First Lift	Second Lift	Third Lift	Fourth Lift		
23 BREAKDOWN Roller Code (A-Q)			— — .	— — .	— — .	— — .		
24 Coverages			— — .	— — .	— — .	— — .		
25 INTERMEDIATE Roller Code (A-Q)			— — .	— — .	— — .	— — .		
26 Coverages			— — .	— — .	— — .	— — .		
27 FINAL Roller Code (A-Q)			— — .	— — .	— — .	— — .		
28 Coverages			— — .	— — .	— — .	— — .		
29	Air Temperature (°F)		— — .	— — .	— — .	— — .		
30	Compacted Thickness (In)		— — .	— — .	— — .	— — .		
31	Curing Period (Days)		— — .	— — .	— — .	— — .		

SPS-6 CONSTRUCTION DATA SHEET 6 CONSTRUCTION QUALITY CONTROL MEASUREMENTS	* STATE CODE [    ] * SPS PROJECT CODE [    ] * TEST SECTION NO. [    ]
---	---

1. DATE MEASUREMENTS BEGAN (Month-Day-Year) [    -    -    ]  
 2. DATE MEASUREMENTS COMPLETED [    -    -    ]

3. NUCLEAR DENSITY MEASUREMENTS

LAYER TYPE	Rut Level-Up	Mill Replacement	Binder Course	Surface Course	Surface Friction
Measurement Method (A, B, C) <sup>1</sup>	—	—	—	—	—
Rod Depth (Inches)	— —	— —	— —	— —	— —
Number of Measurements	— —	— —	— —	— —	— —
Average (pcf)	— — . —	— — . —	— — . —	— — . —	— — . —
Maximum (pcf)	— — . —	— — . —	— — . —	— — . —	— — . —
Minimum (pcf)	— — . —	— — . —	— — . —	— — . —	— — . —
Standard Deviation (pcf)	— — . —	— — . —	— — . —	— — . —	— — . —
Layer Number	— —	— —	— —	— —	— —

<sup>1</sup>Measurement Method Backscatter... A Direct Transmission... B Air Gap... C

4. MANUFACTURER OF NUCLEAR DENSITY GAUGE \_\_\_\_\_
5. NUCLEAR DENSITY GAUGE MODEL NUMBER \_\_\_\_\_
6. NUCLEAR DENSITY GAUGE IDENTIFICATION NUMBER \_\_\_\_\_
7. NUCLEAR GAUGE DENSITY COUNT RATE FOR STANDARDIZATION \_\_\_\_\_
8. PROFILOGRAPH MEASUREMENTS
- Profilograph Type California... 1 Rainhart... 2 \_\_\_\_\_  
 Profile Index (Inches/Mile) \_\_\_\_\_  
 Interpretation Method Manual.. 1 Mechanical.. 2 Computer.. 3 \_\_\_\_\_  
 Height of Blanking Band (Inches) \_\_\_\_\_  
 Cutoff Height (Inches) \_\_\_\_\_
9. SURFACE PROFILE USED AS BASIS OF INCENTIVE PAYMENT? (YES, NO) \_\_\_\_\_

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 7 LAYER THICKNESS MEASUREMENTS	* STATE CODE [____] * SPS PROJECT CODE [____] * TEST SECTION NO [____]
--	--

1. DATE MEASUREMENTS BEGAN (Month-Day-Year) [\_\_\_\_ - \_\_\_\_ - \_\_\_\_]  
 2. DATE MEASUREMENTS COMPLETED [\_\_\_\_ - \_\_\_\_ - \_\_\_\_]

LAYER THICKNESS MEASUREMENTS (Inches) SHEET \_\_\_\_ OF \_\_\_\_

STATION NUMBER	OFFSET (Inches)	RUT LEVEL-UP	MILL REPLACEMENT	BINDER COURSE	SURFACE COURSE	SURFACE FRICTION
__ + ____	____ ____ ____ ____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____
__ + ____	____ ____ ____ ____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____
__ + ____	____ ____ ____ ____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____
__ + ____	____ ____ ____ ____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____
__ + ____	____ ____ ____ ____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____
__ + ____	____ ____ ____ ____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____
__ + ____	____ ____ ____ ____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____	____.____ ____.____ ____.____ ____.____
LAYER NUMBER		____	____	____	____	____

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_



SPS-6 CONSTRUCTION DATA SHEET 9 PARTIAL DEPTH PATCHING FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES	* STATE CODE [ ___ ] * SPS PROJECT CODE [ ___ ] * TEST SECTION NO [ ___ ]
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1. DATE PATCHING OPERATIONS BEGAN (Month-Day-Year) [ \_\_\_ - \_\_\_ - \_\_\_ ]
2. DATE PATCHING OPERATIONS COMPLETED [ \_\_\_ - \_\_\_ - \_\_\_ ]
3. PRIMARY DISTRESS OCCURRENCE PATCHED (code from Table A.22) [ \_\_\_ ]  
 Other (Specify) \_\_\_\_\_  
 \_\_\_\_\_
4. SECONDARY DISTRESS OCCURRENCE PATCHED (code from Table A.22) [ \_\_\_ ]  
 Other (Specify) \_\_\_\_\_  
 \_\_\_\_\_
5. PATCHES  
 Total Square Feet [ \_\_\_\_\_ . ]  
 Number [ \_\_\_\_ . ]  
 Average Depth, Inches [ \_\_\_\_ . ]
6. METHOD USED FOR PATCH BOUNDARY DETERMINATION \_\_\_\_\_  
 Visual ..... 1      Ball Peen Hammer, Steel Rod, Chain or Equivalent ..... 2  
 Delam-Tech ..... 3      Other (Specify) ..... 4 \_\_\_\_\_
7. METHOD USED TO CUT BOUNDARIES \_\_\_\_\_  
 Diamond Blade Saw ..... 1      Carbide Blade Saw ..... 2      None ..... 3      Air Hammer ..... 4  
 Cold Milling ..... 5      Other (Specify) ..... 6 \_\_\_\_\_
8. METHOD USED TO BREAK UP AND/OR REMOVE DETERIORATED CONCRETE  
 Jackhammer ..... 1      Cold Milling. ..2  
 Other (Specify) ..... 3 \_\_\_\_\_
9. METHOD FOR FINAL CLEANING OF PATCH AREA  
 None ..... 1      Sandblasting ..... 2      Waterblasting ..... 3  
 Other (Specify) ..... 4 \_\_\_\_\_

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 10 PARTIAL DEPTH PATCHING FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES, CONTINUED	* STATE CODE [ ___ ] * SPS PROJECT CODE [ ___ ] * TEST SECTION NO [ ___ ]
--	---

1. PATCH MATERIAL USED [ \_\_\_ ]  
 Portland Cement Concrete ..... 1      Polymer Concrete ..... 2      Epoxy Mortar ..... 3  
 Other (Specify) ..... 5 \_\_\_\_\_
  
2. BONDING AGENT [ \_\_\_ ]  
 None ..... 1      Cement Grout ..... 2      Epoxy Resin ..... 3  
 Other (Specify) ..... 5 \_\_\_\_\_
  
3. MIXTURE DESIGN FOR PATCH MATERIAL, LB./CUBIC YARD  
 Coarse Aggregate [ \_\_\_\_\_ ]  
 Fine Aggregate [ \_\_\_\_\_ ]  
 Cement [ \_\_\_\_\_ ]  
 Water (Gallons/Cubic yd.) [ \_\_\_\_\_ ]
  
4. MAXIMUM SIZE OF COARSE AGGREGATE, INCHES \_\_\_\_\_
  
5. CEMENT TYPE USED [ \_\_\_ ]  
 (See Cement Type Codes, Tables A.11)
  
6. AIR CONTENT, PERCENT BY VOLUME  
 Mean [ \_\_\_ . \_\_\_ . ]  
 Range Min [ \_\_\_ . \_\_\_ . ]  
           Max [ \_\_\_ . \_\_\_ . ]
  
7. ADMIXTURES [ \_\_\_ ]  
 (See Cement Additive Codes, Table A.12) [ \_\_\_ ]
  
8. SLUMP, INCHES  
 Mean [ \_\_\_ . \_\_\_ . ]  
 Range Min [ \_\_\_ . \_\_\_ . ]  
           Max [ \_\_\_ . \_\_\_ . ]
  
9. COMPRESSIVE STRENGTH OF PATCH MATERIAL, PSI [ \_\_\_\_\_ ]  
 Curing Time, Days [ \_\_\_ ]  
 If Unavailable, and Other Strength Test Conducted,  
     Alternate Test [ \_\_\_\_\_ ]  
     Type of Loading [ \_\_\_\_\_ ]  
     Age, Days [ \_\_\_ \_\_\_ ];      Strength, PSI [ \_\_\_\_\_ ]

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 11 PARTIAL DEPTH PATCHING FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES, CONTINUED	* STATE CODE [ ___ ] * SPS PROJECT CODE [ ___ ] * TEST SECTION NO [ ___ ]
--	---

1. CURING METHOD METHOD 1 [ \_\_\_ ]  
METHOD 2 [ \_\_\_ ]
- None ..... 1      Membrane Curing Compound ..... 2      Burlap Curing Blankets ..... 3  
 Waterproof Paper Blankets ..... 4      White Polyethylene Sheeting ..... 5  
 Burlap-Polyethylene Blankets ..... 6      Insulating Layers ..... 7  
 Cotton Mat Curing ..... 8      Hay ..... 9  
 Other (Specify) ..... 10 \_\_\_\_\_
2. APPROXIMATE TIME BETWEEN PATCHING AND OPENING TO TRAFFIC. HOURS [ \_\_\_ ]
3. AMBIENT CONDITIONS AT TIME OF PATCHING LOW [ \_\_\_\_ . ]  
HIGH [ \_\_\_\_ . ]  
 Air Temperature °F [ \_\_\_ ]  
 Surface Moisture - Dry = 1, Wet = 2
4. METHOD OF CONSOLIDATING MATERIALS \_\_\_\_\_
- Vibrators ..... 1      Vibrating Screeds ..... 2      Troweling ..... 3  
 Rodding/Tamping ..... 4      Rolling ..... 5  
 Other (Specify) ..... 6 \_\_\_\_\_
5. FINISHING METHOD \_\_\_\_\_
- Screeding ..... 1      Hand-Troweling ..... 2      Machine-Troweling ..... 3  
 Other (Specify) ..... 4 \_\_\_\_\_
6. JOINT FORMING METHOD \_\_\_\_\_
- Shoulder \_\_\_\_\_  
 Transverse \_\_\_\_\_  
 Longitudinal \_\_\_\_\_
- None ..... 1      Polyethylene Strip Insert ..... 2      Styrofoam Insert ..... 3  
 Fiberboard Insert ..... 4      Sawing ..... 5      Forms ..... 6  
 Other (Specify) ..... 7 \_\_\_\_\_

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 12 JOINT RESEALING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES	* STATE CODE [ ___ ] * SPS PROJECT CODE [ ___ ] * TEST SECTION NO [ ___ ]
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1. DATE JOINT SEALANT OPERATIONS BEGAN (Month-Day-Year) [ \_\_\_ - \_\_\_ - \_\_\_ ]
  
2. DATE JOINT SEALANT OPERATIONS COMPLETED [ \_\_\_ - \_\_\_ - \_\_\_ ]
  
3. METHOD OF REMOVING OLD SEALANT [ \_\_\_ ]
  - Not Removed ..... 1      Joint Plow - V-Shaped ..... 2      Joint Plow - Rectangular ..... 3
  - High Pressure Water Blasting ..... 4      Diamond Blade Saw ..... 5
  - Carbide Blade Saw ..... 6      Pull-Out of Old Compression Sealant ..... 7
  - Not Previously Sealed ..... 8
  - Other (Specify) ..... 9 \_\_\_\_\_
  
4. NEW SEALANT RESERVOIR DIMENSIONS, INCHES
  - Width [ \_\_\_ . \_\_\_ ]
  - Depth (From Top of Slab to Top of Backer Rod or Tape) [ \_\_\_ . \_\_\_ ]
  
5. BOND BREAKER UNDER SEALANT [ \_\_\_ ]
  - None ..... 1      Nonreactive Adhesive Backed Tape ..... 2      Backer Rod ..... 3
  - Other (Specify) ..... 4 \_\_\_\_\_
  
6. WERE JOINT SIDEWALLS REFACED? \_\_\_\_\_
  - No ..... 1      Yes -One-Blade ..... 2      Yes -Two-Blade ..... 3
  - Other (Specify) ..... 4 \_\_\_\_\_
  
7. CLEANING OF SIDEWALLS [ \_\_\_ ]
  - None ..... 1      Air Blast ..... 2      Sand Blast ..... 3      Water Blast ..... 4
  - Other (Specify) ..... 4 \_\_\_\_\_

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 13 JOINT RESEALING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES, CONTINUED	* STATE CODE [__ __] * SPS PROJECT CODE [__ __] * TEST SECTION NO [__ __]
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1. TYPE OF CONTRACTION JOINT SEALANT [\_\_ ]  
 (AASHTO OR ASTM SPECIFICATIONS)

- D1850 (ASTM) Concrete Joint Sealer. Cold-Application Type ..... 1
- DI190 (ASTM) -M173 (AASHTO) Concrete Joint Sealer. Hot-Poured Elastic Type ..... 2
- D3406 (ASTM) -M282 (AASHTO) Joint Sealants. Hot-Poured. Elastomeric-Type for PCC Pavements ..... 3
- D3405 (ASTM) -M301 (AASHTO) Joint Sealants. Hot-Poured for Concrete and Asphalt Pavements ..... 4
- D3542 (ASTM) Preformed Polychloroprene Elastomeric Joint Seals for Bridges ..... 5
- D2628 (ASTM) Preformed Polychloroprene Elastomeric Joint Seals for Concrete Pavements ..... 6
- Other (Describe -if Silicone Material is Used Federal Spec. TT-S-001543A,  
 Georgia D.O.T. Spec 833.06, or Equal Applies ..... 7

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Manufacturer Information on Type of Pressure Relief Joint Sealant

Manufacturer Name [ \_\_\_\_\_ ]  
 Manufacturer Sealant Name [ \_\_\_\_\_ ]

2. AVERAGE DEPTH OF TOP OF SEALANT PLACEMENT  
 BELOW PAVEMENT SURFACE. INCHES [\_\_ . \_\_]

3. ARE EXPANSION JOINTS SEALED DIFFERENTLY THAN CONTRACTION JOINTS? [\_\_ ]  
 Yes ..... 1                      No ..... 2  
 If Yes. Enter the code from Item 1, or describe below [\_\_ ]  
 Other [ \_\_\_\_\_ ]

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4. TOTAL LINEAR FEET OF JOINTS SEALED  
 Transverse Joints [ \_\_\_\_\_ . \_\_\_\_ ]  
 Longitudinal Joints [ \_\_\_\_\_ . \_\_\_\_ ]

NOTE: IF DIFFERENT MATERIALS OR METHODS ARE USED REPEAT SHEETS 15 AND 16 FOR EACH RECORDING THEIR LENGTHS IN ITEM NO.4.

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 14 CRACK SEALING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES	* STATE CODE [ ___ ] * SPS PROJECT CODE [ ___ ] * TEST SECTION NO [ ___ ]
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1. DATE CRACK SEALING OPERATIONS BEGAN (Month-Day- Year) [ \_\_\_ - \_\_\_ - \_\_\_ ]
2. DATE CRACK SEALING OPERATIONS COMPLETED [ \_\_\_ - \_\_\_ - \_\_\_ ]
3. NEW SEALANT RESERVOIR DIMENSIONS, INCHES, If Used  
 Width  
 Depth (From Top of Slab to Top of Backer Rod or Tape) [ \_\_\_ . \_\_\_ ]
4. BOND BREAKER UNDER SEALANT, If Used [ \_\_\_ ]  
 None ..... 1      Nonreactive Adhesive Backed Tape ..... 2      Backer Rod ..... 3  
 Other (Specify) ..... 4 \_\_\_\_\_
5. CLEANING OF CRACKS \_\_\_\_\_  
 None ..... 1      Routing ..... 2      Air Blast ..... 3      Steel Wire Brush ..... 4  
 Brooming ..... 5      Other (Specify) ..... 4 \_\_\_\_\_

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 15 CRACK SEALING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES, CONTINUED	* STATE CODE [__ __] * SPS PROJECT CODE [__ __] * TEST SECTION NO [__ __]
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1. TYPE OF SEALANT [\_\_ ]  
 (AASHTO OR ASTM SPECIFICATIONS)
- D1850 (ASTM) Concrete Joint Sealer, Cold-Application Type ..... 1
  - DI190 (ASTM) -M173 (AASHTO) Concrete Joint Sealer, Hot-Poured Elastic Type ..... 2
  - D3406 (ASTM) -M282 (AASHTO) Joint Sealants, Hot-Poured, Elastomeric-Type, for PCC Pavements ..... 3
  - D3405 (ASTM) -M301 (AASHTO) Joint Sealants, Hot-Poured for Concrete and Asphalt Pavements ..... 4
  - D3542 (ASTM) Preformed Polychloroprene Elastomeric Joint Seals for Bridges ..... 5
  - D2628 (ASTM) Preformed Polychloroprene Elastomeric Joint Seals for Concrete Pavements ..... 6
  - Other (Describe -if Silicone Material is Used Federal Spec. TT-S-001543A,  
 Georgia D.O.T. Spec 833.06, or Equal Applies ..... 7

Manufacturer Information on Type of Pressure Relief Crack Sealant

Manufacturer Name [ \_\_\_\_\_ ]  
 Manufacturer Sealant Name [ \_\_\_\_\_ ]

2. AVERAGE DEPTH OF TOP OF SEALANT PLACEMENT  
 Below Pavement Surface, Inches [\_\_ . \_\_]

3. TOTAL LINEAR FEET OF CRACKS SEALED [\_\_\_\_ . \_\_]

NOTE: IF DIFFERENT MATERIALS OR METHODS ARE USED REPEAT SHEETS 17 AND 18 FOR EACH RECORDING THEIR LENGTHS IN ITEM NO.3.

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 16 DIAMOND GRINDING FOR PORTLAND CEMENT CONCRETE SURFACES	* STATE CODE [__ __] * SPS PROJECT CODE [__ __] * TEST SECTION NO [__ __]
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1. DATE DIAMOND GRINDING OPERATIONS BEGAN (Month-Day-Year) [ \_\_ - \_\_ - \_\_ ]
2. DATE DIAMOND GRINDING OPERATIONS COMPLETED [ \_\_ - \_\_ - \_\_ ]
3. REASON FOR GRINDING [ \_\_ ]  
Elimination of Faulting ..... 1    Elimination of Slab Warping ..... 2  
Improve Skid Resistance ..... 3  
Restoration of Transverse Drainage Slope ..... 4  
Other (Specify) ..... 5 \_\_\_\_\_
4. AVERAGE DEPTH OF CUT, INCHES [ \_\_ . \_\_ ]
5. CUTTING HEAD WIDTH, INCHES \_\_\_\_\_ . \_\_\_\_
6. AVERAGE GROOVE WIDTH, INCHES \_\_\_\_\_ . \_\_\_\_
7. AVERAGE SPACING BETWEEN BLADES, INCHES \_\_\_\_\_ . \_\_\_\_

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 17 FULL DEPTH REPAIR DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES	* STATE CODE [ ___ ] * SPS PROJECT CODE [ ___ ] * TEST SECTION NO [ ___ ]
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1. DATE PATCHING OPERATIONS BEGAN (Month-Day-Year) [ \_\_\_ - \_\_\_ - \_\_\_ ]
2. DATE PATCHING OPERATIONS COMPLETED [ \_\_\_ - \_\_\_ - \_\_\_ ]
3. PRIMARY DISTRESS OCCURRENCE PATCHED OR REPLACED WITH NEW SLAB [ \_\_\_ ]  
 (See Table A.22 for Type Codes)  
 Other (Specify) \_\_\_\_\_
4. SECONDARY DISTRESS OCCURRENCE PATCHED OR REPLACED WITH NEW SLAB \_\_\_  
 (See Table A.22 for Type Codes)  
 Other (Specify) \_\_\_\_\_
5. PATCHES
 

	NUMBER	SQ. FEET
SLAB ONLY	[ ___ ]	[ _____ ]
SLAB AND BASE	[ ___ ]	[ _____ ]
6. PATCH MATERIAL USED [ \_\_\_ ]
 

Portland Cement Concrete ..... 1	Polymer Concrete ..... 2	Epoxy Mortar ..... 4
Other (Specify) ..... 5 _____		
7. SLABS REPLACED
 

	NUMBER	SQ. FEET
SLAB ONLY	[ ___ ]	[ _____ ]
SLAB AND BASE	[ ___ ]	[ _____ ]
8. METHOD FOR PATCH BOUNDARY DETERMINATION \_\_\_\_\_
 

Visual ..... 1	Coring ..... 2	Deflection ..... 3
State Standard or Specification ..... 4		
Other (Specify) ..... 5 _____		
9. CUTTING INSTRUMENT \_\_\_\_\_
 

Diamond Blade Saw ..... 1	Carbide Blade Saw ..... 2	Wheel Saw ..... 3
Air Hammer ..... 4		
Other (Specify) ..... 5 _____		

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 18 FULL DEPTH REPAIR DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES, CONTINUED	* STATE CODE [ ___ ] * SPS PROJECT CODE [ ___ ] * TEST SECTION NO [ ___ ]
--	---

1. SECURING LOAD TRANSFER DEVICES [ \_\_\_ ]  
 None ..... 1      Grout Filler ..... 2      Epoxy filler ..... 3  
 Other ..... 4 \_\_\_\_\_

2. REINFORCING STEEL PLACED IN PATCH [ \_\_\_ ]  
 No ..... 1      Yes ..... 2

TEMPERATURE STEEL  
Transverse    Longitudinal

3. REBAR NUMBER [ \_\_\_ ] [ \_\_\_ ]  
 4. BAR LENGTHS, INCHES [ \_\_\_ . \_\_\_ ] [ \_\_\_ . \_\_\_ ]  
 5. BAR SPACING, INCHES [ \_\_\_ . \_\_\_ ] [ \_\_\_ . \_\_\_ ]

Dowel Bars      Tie Bars

6. REBAR NUMBER [ \_\_\_ ] [ \_\_\_ ]  
 7. BAR LENGTHS, INCHES [ \_\_\_ . \_\_\_ ] [ \_\_\_ . \_\_\_ ]  
 8. BAR SPACING, INCHES [ \_\_\_ . \_\_\_ ] [ \_\_\_ . \_\_\_ ]

9. DOWEL COATINGS [ \_\_\_ ]  
 None ..... 1      Paint and/or Grease ..... 2      Plastic ..... 3  
 Monel ..... 4      Stainless Steel ..... 5      Epoxy ..... 6  
 Other (Specify) ..... 7 \_\_\_\_\_

10. NUMBER OF SAW CUTS PER PATCH (If Sawed) \_\_\_\_\_

11. DEPTH OF TYPICAL BOUNDARY SAW CUT, INCHES \_\_\_\_\_ . \_\_\_\_\_

12. CONCRETE BREAKUP \_\_\_\_\_  
 None ..... 1      Pneumatic Air Hammer ..... 2      Gravity Drop Hammer ..... 3  
 Sawing ..... 4  
 Other (Specify) ..... 5 \_\_\_\_\_

13. REMOVAL OF CONCRETE \_\_\_\_\_  
 Concrete Breakup and Cleanout ..... 1      Lift Out Intact Slab Section ..... 2  
 Other (Specify) ..... 3 \_\_\_\_\_

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 19 FULL DEPTH REPAIR DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES, CONTINUED	* STATE CODE [ ___ ] * SPS PROJECT CODE [ ___ ] * TEST SECTION NO [ ___ ]
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1. METHOD OF REINFORCING STEEL PLACEMENT [ \_\_\_ ]  
 Chairs ..... 1      Between Layers of Concrete ..... 2
  
2. MIXTURE DESIGN FOR PATCH MATERIAL, LB./CUBIC YARD  
 Coarse Aggregate [ \_\_\_\_\_ . ]  
 Fine Aggregate [ \_\_\_\_\_ . ]  
 Cement [ \_\_\_\_\_ . ]  
 Water (Gallons/Cubic Yard) [ \_\_\_\_\_ . ]
  
3. CEMENT TYPE USED [ \_\_\_ ]  
 (See Type Codes, Tables A.11)
  
4. AIR CONTENT, PERCENT BY VOLUME  
 Mean [ \_\_\_\_\_ . ]  
 Range [ \_\_\_\_\_ . ] to [ \_\_\_\_\_ . ]
  
5. ADMIXTURES [ \_\_\_ ]  
 (See Cement Additive Codes, Table A.12) [ \_\_\_ ]
  
6. SLUMP, INCHES  
 Mean [ \_\_\_\_\_ . ]  
 Range [ \_\_\_\_\_ . ] to [ \_\_\_\_\_ . ]
  
7. FLEXURAL STRENGTH (MODULUS OF RUPTURE), PSI [ \_\_\_\_\_ . ]  
 (Based on 3rd Point Loading) Curing Time, Days [ \_\_\_ ]  
 If Unavailable, and Other Strength Test Conducted,  
 Enter Alternate Test [ \_\_\_\_\_ ]  
 Type of Loading [ \_\_\_\_\_ ]  
 Age, Days [ \_\_\_ ];      Strength, PSI [ \_\_\_\_\_ . ]
  
8. AMBIENT CONDITIONS AT TIME OF PATCHING      LOW [ \_\_\_\_\_ . ]  
 Air Temperature °F      HIGH [ \_\_\_\_\_ . ]  
 Surface Moisture - Dry = 1, Wet = 2 [ \_\_\_ ]
  
9. MAXIMUM SIZE OF COARSE AGGREGATE, INCHES \_\_\_\_\_ . \_\_\_\_\_
  
10. CONSOLIDATION OF MATERIALS \_\_\_\_\_  
 Internal Vibrators ..... 1      Vibrating Screeds ..... 2      Troweling ..... 3  
 Rolling ..... 4      Tamping ..... 5  
 Other (Specify) ..... 6 \_\_\_\_\_
  
12. FINISHING \_\_\_\_\_  
 Screeding ..... 1      Hand-Troweling ..... 2      Machine-Troweling ..... 3  
 Other (Specify) ..... 4 \_\_\_\_\_

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_



SPS-6 CONSTRUCTION DATA SHEET 21 LOAD TRANSFER RESTORATION DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES	* STATE CODE [ ___ ] * SPS PROJECT CODE [ ___ ] * TEST SECTION NO [ ___ ]
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1. DATE LOAD TRANSFER RESTORATION BEGAN (Month-Day-Year) [ \_\_\_ - \_\_\_ - \_\_\_ ]
2. DATE LOAD TRANSFER RESTORATION COMPLETED [ \_\_\_ - \_\_\_ - \_\_\_ ]
3. NUMBER OF JOINTS IN TEST SECTION [ \_\_\_ ]
4. NUMBER OF JOINT LOAD TRANSFER RESTORATION LOCATIONS [ \_\_\_ ]
5. NUMBER OF DEVICES PER JOINT [ \_\_\_ ]
6. LOCATION OF DOWELS OR SHEAR DEVICES (INCHES)
 

	1st [ _____ . ]
	2nd [ _____ . ]
	3rd [ _____ . ]
	4th [ _____ . ]
	5th [ _____ . ]
	6th [ _____ . ]
	7th [ _____ . ]
	8th [ _____ . ]
	9th [ _____ . ]
	10th [ _____ . ]
	11th [ _____ . ]
	12th [ _____ . ]
	13th [ _____ . ]
	14th [ _____ . ]

(DISTANCE FROM THE OUTER  
LANE EDGE TO THE CENTER  
OF EACH DEVICE)
7. DIAMETER OF RETROFIT DOWEL BARS, INCHES [ \_\_\_ . \_\_\_ ]
8. MATERIAL USED TO BACKFILL SLOT/CORE HOLE [ \_\_\_ ]
 

Cement Based Grout ..... 1      Polymer Concrete ..... 2  
 Epoxy Resin Grout ..... 3  
 Other (Specify) ..... 4 \_\_\_\_\_
9. BONDING AGENT USED BETWEEN EXISTING PCC AND BACKFILL MATERIAL [ \_\_\_ ]
 

None ..... 1      Epoxy ..... 2      Cement/Water ..... 3  
 Other (Specify) ..... 4 \_\_\_\_\_

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 22 LOAD TRANSFER RESTORATION DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES, CONTINUED	* STATE CODE [__-__] * SPS PROJECT CODE [__-__] * TEST SECTION NO [__-__]
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1. LOAD TRANSFER EFFICIENCY BEFORE AND AFTER RESTORATION

POINT DISTANCE (FEET)	LOAD TRANSFER EFFICIENCY (%)			
	BEFORE RESTORATION		AFTER RESTORATION	
	<u>APPROACH</u>	<u>LEAVE</u>	<u>APPROACH</u>	<u>LEAVE</u>
[__-__-__-__ .]	[____.]	[____.]	[____.]	[____.]
[__-__-__-__ .]	[____.]	[____.]	[____.]	[____.]
[__-__-__-__ .]	[____.]	[____.]	[____.]	[____.]
[__-__-__-__ .]	[____.]	[____.]	[____.]	[____.]
[__-__-__-__ .]	[____.]	[____.]	[____.]	[____.]
[__-__-__-__ .]	[____.]	[____.]	[____.]	[____.]
[__-__-__-__ .]	[____.]	[____.]	[____.]	[____.]
[__-__-__-__ .]	[____.]	[____.]	[____.]	[____.]
[__-__-__-__ .]	[____.]	[____.]	[____.]	[____.]

2. DATE OF LOAD TRANSFER EFFICIENCY TESTS  
 BEFORE RESTORATION (Month-Day-Year)  
 AFTER RESTORATION

[\_\_-\_\_-\_\_-\_\_]  
 [\_\_-\_\_-\_\_-\_\_]

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 23 UNDERSEALING DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES	* STATE CODE [ __ ] * SPS PROJECT CODE [ __ ] * TEST SECTION NO [ __ ]
--	--

1. DATE UNDERSEALING BEGAN (Month-Day-Year) [ \_\_ - \_\_ - \_\_ ]
2. DATE UNDERSEALING COMPLETED [ \_\_ - \_\_ - \_\_ ]
3. TYPE OF MIXTURE USED IN SUBSEALING [ \_\_ ]
- Cement-Loam Top Soil Slurry ..... 1      Cement-Limestone Dust Slurry ..... 2  
 Cement-Pozzolan Slurry ..... 3              Cement-Fine Sand Slurry ..... 4  
 Other (Specify) ..... 6 \_\_\_\_\_

MIX DESIGN OF PORTLAND CEMENT GROUT (Items 4. to 8.)

4. CEMENT TYPE (SEE CEMENT TYPE CODES, TABLE A.11) [ \_\_ ]
5. CEMENT TO SAND RATIO (BY WEIGHT) [ \_\_ . \_\_ ]
6. WATER/CEMENT RATIO (BY WEIGHT) [ \_\_ . \_\_ ]
7. ADDITIVE TYPE (SEE TABLE A.12) [ \_\_ ]
8. AMOUNT OF ADDITIVE (BY PERCENT OF CEMENT WEIGHT) [ \_\_ . \_\_ ]
9. FLUIDITY OF PORTLAND CEMENT GROUT [ \_\_ . \_\_ ]  
 (Flow Cone Method ASTM C939) (SEC)
10. CUBE COMPRESSIVE STRENGTH OF PORTLAND CEMENT GROUT, psi \_\_\_\_\_
11. CURING PERIOD FOR PORTLAND CEMENT GROUT (DAYS) \_\_\_\_\_
12. DETERMINATION OF AREA TO BE UNDERSEALED [ \_\_ ]
- Blanket Coverage ..... 1      Deflection Data ..... 2  
 Visual Signs of Pumping ..... 3  
 Other (Specify) ..... 4 \_\_\_\_\_

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_



SPS-6 CONSTRUCTION DATA SHEET 25 SUBDRAINAGE RETROFIT FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES	* STATE CODE [ ___ ] * SPS PROJECT CODE [ ___ ] * TEST SECTION NO [ ___ ]
---	---

1. DATE SUBDRAINAGE PLACEMENT BEGAN (Month-Day-Year) [ \_\_\_ - \_\_\_ - \_\_\_ ]
2. DATE SUBDRAINAGE PLACEMENT COMPLETED [ \_\_\_ - \_\_\_ - \_\_\_ ]
3. TYPE OF DRAINAGE PIPE [ \_\_\_ ]
  - Clay Tile ..... 1      Concrete Tile ..... 2      Vitrified Clay ..... 3
  - Perforated Plastic Bituminous Fiber ..... 4      Perforated Corrugated Metal ..... 5
  - Corrugated Plastic Tubing ..... 6      Drainage Mat ..... 7
  - Other (Specify) ..... 8 \_\_\_\_\_
4. DIAMETER OF PIPE (INCHES) [ \_\_\_ . \_\_\_ ]
5. DEPTH OF PIPE BELOW TOP OF PAVEMENT SURFACE (INCHES) [ \_\_\_ . \_\_\_ ]
6. HORIZONTAL PLACEMENT OF PIPE FROM OUTER EDGE OF PAVEMENT (INCHES) [ \_\_\_ . \_\_\_ ]
7. TYPE OF PRIMARY FILTER USED [ \_\_\_ ]
  - Graded Aggregate ..... 1      Uniformly Graded Aggregate (One Size) ..... 2
  - Woven Fabric ..... 3      Non-Woven Fabric ..... 4      Porous PCC ..... 5
  - Porous Bituminous Concrete ..... 6
  - Other (Specify) ..... 7 \_\_\_\_\_
8. MAXIMUM PARTICLE SIZE OF PRIMARY FILTER MATERIAL (INCHES) [ \_\_\_ . \_\_\_ ]
9. GRADATION OF PRIMARY FILTER MATERIAL
 

% Passing #4 Sieve	[ ___ . ___ ]	% Passing #40 Sieve	[ ___ . ___ ]
% Passing #10 Sieve	[ ___ . ___ ]	% Passing #100 Sieve	[ ___ . ___ ]
10. PERMEABILITY OF PRIMARY FILTER MATERIAL (FT/DAY) \_\_\_\_\_
11. TYPE AND LOCATION OF SECONDARY FILTER MATERIAL [ \_\_\_ ]
  - Fabric Encapsulating the Primary Filter Material ..... 1
  - Fabric Encapsulating the Drainage Pipe ..... 2
  - Other (Specify) ..... 3 \_\_\_\_\_
12. AVERAGE OUTLET INTERVAL (FEET) [ \_\_\_ . \_\_\_ ]
13. PRIMARY PURPOSE OF SUBDRAINAGE INSTALLATION [ \_\_\_ ]
  - Remove Free Water From Pavement Layers ..... 1
  - Cut Off Side-Hill/Through Hill Seepage ..... 2
  - Lower Water Table ..... 3
  - Other (Specify) ..... 4 \_\_\_\_\_

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 26 CRACK/BREAK AND SEAT DATA FOR PAVEMENTS WITH PORTLAND CEMENT CONCRETE SURFACES	* STATE CODE [__ __] * SPS PROJECT CODE [__ __] * TEST SECTION NO [__ __]
--	---

1. DATE CRACK/BREAK AND SEAT OPERATION BEGAN (Month-Day-Year) [ \_\_ - \_\_ - \_\_ ]
2. DATE CRACK/BREAK AND SEAT OPERATION COMPLETED [ \_\_ - \_\_ - \_\_ ]
3. AVERAGE PCC BREAKAGE SIZE (INCHES)
  - Width [ \_\_ \_\_ . ]
  - Length [ \_\_ \_\_ . ]
4. PAVEMENT BREAKER PASSES/LANE [ \_\_ . ]
5. PAVEMENT BREAKER TYPE [ \_\_ ]
  - Pile Driver Hammer ..... 2      Guillotine Drop Hammer ..... 4
  - Other (Specify) ..... 7 \_\_\_\_\_
6. SEATING ROLLER WEIGHT (TONS) [ \_\_ \_\_ . ]
7. NUMBER OF SEATING ROLLER PASSES/LANE [ \_\_ . ]
8. DEFLECTION MEASUREMENTS TAKEN
  - Yes ..... 1              No ..... 2
  - Before Breaking [ \_\_ ]
  - After Breaking (Prior to Seating) [ \_\_ ]
  - After Seating (Prior to Overlay) [ \_\_ ]
  - After Overlay [ \_\_ ]
9. BROKEN PAVEMENT SURFACE PREPARATION [ \_\_ ]
  - None ..... 1              Sweeping ..... 2              Tack Coat ..... 3              Leveling Course ..... 4
  - Full Depth Repair of Failed Areas ..... 5
  - Other (Specify) ..... 6 \_\_\_\_\_

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

SPS-6 CONSTRUCTION DATA SHEET 27 SAW AND SEAL DATA FOR PORTLAND CEMENT CONCRETE SURFACES WITH ASPHALT CONCRETE OVERLAYS	* STATE CODE [__ __] * SPS PROJECT CODE [__ __] * TEST SECTION NO [__ __]
--	---

1. DATE SAW AND SEAL OPERATION BEGAN (Month-Day- Year) [ \_\_ - \_\_ - \_\_ ]
2. DATE SAW AND SEAL OPERATION COMPLETED [ \_\_ - \_\_ - \_\_ ]
3. NUMBER OF JOINTS SAWED [ \_\_ . ]
4. NUMBER OF DAYS AFTER PLACEMENT OF OVERLAY BEFORE SAWING AND SEALING OPERATION BEGAN [ \_\_ . ]
5. AVERAGE EXTENT OF SAW CUT INTO SHOULDER, INCHES [ \_\_ . ]
6. AVERAGE DEPTH OF SAW CUT, INCHES [ . ]
7. AVERAGE WIDTH OF SAW CUT, INCHES [ . ]
8. AVERAGE SHAPE FACTOR OF JOINT [ . ]

PREPARER \_\_\_\_\_ EMPLOYER \_\_\_\_\_ DATE \_\_\_\_\_

APPENDIX B

DATA COLLECTION SHEETS

(Reproduced from SHRP-LTPP Data Collection Guide)

\*STATE ASSIGNED ID [ \_ \_ \_ ]

SHEET 1

\*STATE CODE [ \_ \_ ]

INVENTORY DATA

\*SHRP SECTION ID [ \_ \_ \_ ]

LTPP PROGRAM

PROJECT AND SECTION IDENTIFICATION

\* 1.DATE OF DATA COLLECTION OR UPDATE (MO/YR) [ \_ \_ / \_ \_ ]

\* 2.STATE HIGHWAY AGENCY (SHA) DISTRICT NUMBER [ \_ \_ . ]

\* 3.COUNTY OR PARISH [ \_ \_ \_ . ]

\* 4.FUNCTIONAL CLASS (SEE TABLE A.2, APPENDIX A) [ \_ \_ . ]

\* 5.ROUTE SIGNING (NUMERIC CODE) [ \_ . ]

Interstate.....1 State.....3  
U. S. ....2 Other.....4

\* 6.ROUTE NUMBER [ \_ \_ \_ \_ . ]

\* 7.LTPP EXPERIMENT CODE (SEE TABLE A.3, APPENDIX A) [ \_ \_ . ]

\* 8.TYPE OF PAVEMENT (SEE CODES, TABLE A.4) [ \_ \_ . ]

\* 9.NUMBER OF THROUGH LANES (ONE DIRECTION) [ \_ . ]

\*10.DIRECTION OF TRAVEL [ \_ . ]

East Bound.....1 North Bound.....3  
West Bound.....2 South Bound.....4

SECTION LOCATION STARTING POINT

\*11.MILEPOINT ..... [ \_ \_ \_ . \_ \_ ]

\*12.ELEVATION ..... [ \_ \_ \_ \_ ]

\*13.LATITUDE ..... [ \_ \_ ° \_ ' \_ . \_ " ]

\*14.LONGITUDE ..... [ \_ \_ ° \_ ' \_ . \_ " ]

\*15.ADDITIONAL LOCATION INFORMATION (SIGNIFICANT LANDMARKS): [ \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_ ]

16.HPMS SAMPLE NUMBER (HPMS ITEM 28)

-----

17.HPMS SECTION SUBDIVISION (HPMS ITEM 29)

	*STATE ASSIGNED ID	[ _ _ _ _ ]
<hr/>		
SHEET 2	*STATE CODE	[ _ _ ]
INVENTORY DATA	*SHRP SECTION ID	[ _ _ _ _ ]
LTPP PROGRAM	<hr/>	

GEOMETRIC, SHOULDER AND DRAINAGE INFORMATION

- \* 1. LANE WIDTH (FEET) [ \_ \_ . ]
- \* 2. MONITORING SITE LANE NUMBER<sup>1</sup> [ \_ . ]  
 (LANE 1 IS OUTSIDE LANE, NEXT TO SHOULDER  
 LANE 2 IS NEXT TO LANE 1, ETC)
- \* 3. SUBSURFACE DRAINAGE LOCATION [ \_ . ]  
 Continuous Along Test Section...1  
 Intermittent.....2
- \* 4. SUBSURFACE DRAINAGE TYPE [ \_ . ]  
 No Subsurface Drainage..1      Well System.....5  
 Longitudinal Drains.....2      Drainage Blanket with  
 Transverse Drains.....3          Longitudinal Drains...6  
 Drainage Blanket.....4  
 Other (Specify)\_\_\_\_\_7

SHOULDER DATA

- |  | <u>INSIDE</u><br><u>SHOULDER</u> | <u>OUTSIDE</u><br><u>SHOULDER</u> |
|--|----------------------------------|-----------------------------------|
| * 5. SURFACE TYPE                                | _                                | [ _ ]                             |
| Turf..... 1    Concrete..... 4                   |                                  |                                   |
| Granular..... 2    Surface Treatment. 5          |                                  |                                   |
| Asphalt Concrete.. 3                             |                                  |                                   |
| Other (Specify)_____ 6                           |                                  |                                   |
| 6. TOTAL WIDTH (FEET)                            | _ _ .                            | _ _ .                             |
| 7. PAVED WIDTH (FEET)                            | _ _ .                            | _ _ .                             |
| 8. SHOULDER BASE TYPE (CODES-TABLES A.6)         | _ _                              | _ _                               |
| 9. SURFACE THICKNESS (INCHES)                    | _ _ .                            | _ _ .                             |
| 10. BASE THICKNESS (INCHES)                      | _ _ .                            | _ _ .                             |
| ADDITIONAL DATA FOR PCC SHOULDERS:               |                                  |                                   |
| 11. AVERAGE JOINT SPACING (FEET)                 | _ _ _ .                          | _ _ _ .                           |
| 12. SKEWNESS OF JOINTS (FEET)                    | _ .                              | _ .                               |
| 13. JOINTS MATCH PAVEMENT                        |                                  |                                   |
| JOINTS? (YES - 1, NO - 2)                        | _                                | _                                 |
| 14. REINFORCED? (YES - 1, NO - 2)                | _                                | _                                 |
| 15. DIAMETER OF LONGITUDINAL DRAINPIPES (INCHES) |                                  | _ .                               |
| 16. SPACING OF LATERALS (FEET)                   |                                  | _ _ .                             |

NOTES:

1. For the LTPP studies, only the outside lane will be studied, so the number "1" should always be entered.

SHEET 3  
 INVENTORY DATA  
 LTPP PROGRAM

\*STATE ASSIGNED ID [ \_ \_ \_ ]  
 \_\_\_\_\_  
 \*STATE CODE [ \_ \_ ]  
 \*SHRP SECTION ID [ \_ \_ \_ \_ ]  
 \_\_\_\_\_

LAYER DESCRIPTIONS

LAYER <sup>1</sup> NUMBER	*LAYER <sup>2</sup> DESCRIP- TION	*MATERIAL <sup>3</sup> TYPE CLASSIFICATION	LAYER THICKNESS (IN)				*LAYER <sup>4</sup> TYPE
			*MEAN	MIN.	MAX.	STD. DEV.	
1	SUBGRADE(7)	[ _ _ ]					[ _ ]
2	[ _ _ ]	[ _ _ ]	[ _ . _ ]	_____	_____	_____	[ _ ]
3	[ _ _ ]	[ _ _ ]	[ _ . _ ]	_____	_____	_____	[ _ ]
4	[ _ _ ]	[ _ _ ]	[ _ . _ ]	_____	_____	_____	[ _ ]
5	[ _ _ ]	[ _ _ ]	[ _ . _ ]	_____	_____	_____	[ _ ]
6	[ _ _ ]	[ _ _ ]	[ _ . _ ]	_____	_____	_____	[ _ ]
7	[ _ _ ]	[ _ _ ]	[ _ . _ ]	_____	_____	_____	[ _ ]
8	[ _ _ ]	[ _ _ ]	[ _ . _ ]	_____	_____	_____	[ _ ]
9	[ _ _ ]	[ _ _ ]	[ _ . _ ]	_____	_____	_____	[ _ ]

\*DEPTH BELOW SURFACE TO "RIGID" LAYER (FEET) [ \_ . \_ ]  
 (ROCK, STONE, DENSE SHALE)

NOTES:

- Layer 1 is subgrade soil, last layer is existing surface.
- Layer description codes:  
 Overlay.....01    Base Layer.....05    Porous Friction  
 Seal Coat.....02    Subbase Layer.....06    Course.....09  
 Original Surface...03    Subgrade.....07    Surface Treatment....10  
 HMAC Layer (Below    Interlayer.....08    Embankment (Fill)....11  
 Surface Layer)...04
- The material type classification codes for surface, base or subbase, subgrade, and seal coat or interlayer materials appear in Tables A.5, A.6, A.7 and A.8, respectively.
- Layer Types:  
 A - HMAC Layer (Requires sheets 12-18 to be filled out)  
 P - PCC Layer (Requires sheets 5-11 to be filled out)  
 B - Base/Subbase Layers (Requires sheets 19 and 20 to be filled out)  
 G - Subgrade (Requires sheets 21 and 22 to be filled out)

SHEET 4  
 INVENTORY DATA  
 LTPP PROGRAM

\*STATE ASSIGNED ID [ \_ \_ \_ ]

---

\*STATE CODE [ \_ ]

\*SHRP SECTION ID [ \_ \_ \_ ]

---

AGE AND MAJOR PAVEMENT IMPROVEMENTS

\* 1. DATE OF LATEST (RE)CONSTRUCTION (MONTH/YEAR) [ \_ \_ / \_ \_ ]

\* 2. DATE SUBSEQUENTLY OPENED TO TRAFFIC (MONTH/YEAR) [ \_ \_ / \_ \_ ]

3. LATEST (RE)CONSTRUCTION COST PER LANE MILE  
 (IN THOUSANDS OF DOLLARS)<sup>1</sup> \_\_\_\_\_.

MAJOR IMPROVEMENTS SINCE LATEST (RE)CONSTRUCTION

* 4. YEAR	* 5. WORK TYPE CODE (TABLE A.17)	* 6. WORK QUANTITY (TABLE A.17 for units)	7. THICKNESS (INCHES)	8. TOTAL COST <sup>1</sup> (THOUSANDS OF DOLLARS PER LANE-MILE)
[ _ ]	[ _ ]	[ _ _ _ _ . ]	_____	_____.
[ _ ]	[ _ ]	[ _ _ _ _ . ]	_____	_____.
[ _ ]	[ _ ]	[ _ _ _ _ . ]	_____	_____.
[ _ ]	[ _ ]	[ _ _ _ _ . ]	_____	_____.
[ _ ]	[ _ ]	[ _ _ _ _ . ]	_____	_____.
[ _ ]	[ _ ]	[ _ _ _ _ . ]	_____	_____.

\* 9. YEAR WHEN ROADWAY WIDENED [ \_ ]

\*10. ORIGINAL NUMBER OF LANES (ONE DIRECTION) [ \_ ]

\*11. FINAL NUMBER OF LANES (ONE DIRECTION) [ \_ ]

\*12. LANE NUMBER OF LANE ADDED<sup>2</sup> [ \_ ]

- NOTES
1. Cost is to represent pavement structure cost. Non-pavement costs such as cut and fill work, work on bridges, culverts, lighting, and guard rails are to be excluded.
  2. A lane created by roadway widening should not be used for SHRP LTPP unless the pavement structure under the entire lane was constructed at the same time and is uniform.

	*STATE ASSIGNED ID	[ _ _ _ ]
SHEET 5	*STATE CODE	[ _ ]
INVENTORY DATA	*SHRP SECTION ID	[ _ _ _ ]
LTPP PROGRAM		

PORTLAND CEMENT CONCRETE LAYERS

JOINT DATA

- \* 1. LAYER NUMBER (FROM SHEET 3) [ \_ ]
- \* 2. AVERAGE CONTRACTION JOINT SPACING (FEET) [ \_ \_ . \_ ]
- 3. (RANDOM JOINT SPACING, IF ANY: \_\_\_\_\_)
- \* 4. BUILT-IN EXPANSION JOINT SPACING (FEET) [ \_ \_ \_ . ]
- \* 5. SKEWNESS OF JOINTS (FT/LANE) [ \_ . ]
- \* 6. TRANSVERSE CONTRACTION JOINT LOAD TRANSFER SYSTEM [ \_ ]
  - Round Dowels.....1
  - Aggregate Interlock.....2
  - I-Beams.....3
  - Star Lugs.....4
  - Other (Specify)\_\_\_\_\_5
- \* 7. ROUND DOWEL DIAMETER (INCHES) [ \_ . \_ \_ ]
- \* 8. DOWEL OR MECHANICAL LOAD TRANSFER DEVICE SPACING (INCHES) [ \_ \_ . ]
- 9. AVERAGE INTERMEDIATE SAWED JOINT SPACING (FEET) \_ \_ . \_
- DIMENSIONS FOR I-BEAM DOWEL BARS
- 10. HEIGHT, (INCHES) ..... \_ . \_ \_
- 11. WIDTH, (INCHES) ..... \_ . \_ \_
- 12. DISTANCE OF NEAREST DOWEL (OR MECHANICAL LOAD TRANSFER DEVICE) FROM OUTSIDE LANE-SHOULDER EDGE (INCHES) \_ \_ . \_
- 13. DOWEL LENGTH (INCHES) \_ \_ .
- 14. DOWEL COATING \_\_\_\_\_
  - Paint and/or Grease.....1
  - Plastic.....2
  - Monel.....3
  - Stainless Steel.....4
  - Epoxy.....5
  - Other (Specify)\_\_\_\_\_6
- 15. METHOD USED TO INSTALL MECHANICAL LOAD TRANSFER DEVICES \_\_\_\_\_
  - Preplaced on Baskets.....1
  - Mechanically Installed.....2
  - Other (Specify)\_\_\_\_\_3

	*STATE ASSIGNED ID	[ _ _ _ ]
<hr/>		
SHEET 6	*STATE CODE	[ _ _ ]
INVENTORY DATA	*SHRP SECTION ID	[ _ _ _ ]
LTPP PROGRAM		

PORTLAND CEMENT CONCRETE LAYERS

JOINT DATA (CONTINUED)

- \* 1. LAYER NUMBER (FROM SHEET 3) [ \_ ]
  
- \* 2. METHOD USED TO FORM TRANSVERSE JOINTS [ \_ ]
  - Sawed.....1      Metal Insert
  - Plastic Insert.....2      (i.e., Uni-Tube).....3
  - Other (Specify)\_\_\_\_\_4
  
- \* 3. TYPE OF LONGITUDINAL JOINT (BETWEEN LANES) [ \_ ]
  - Butt.....1      Sawed Weakened Plane.....3
  - Keyed.....2      Insert Weakened Plane.....4
  - Other (Specify)\_\_\_\_\_5
  
- \* 4. TYPE OF SHOULDER-TRAFFIC LANE JOINT [ \_ ]
  - Butt.....1      Insert Weakened Plane.....4
  - Keyed.....2      Tied Concrete Curb.....5
  - Sawed Weakened Plane.....3
  - Other (Specify)\_\_\_\_\_6
  
- 5. TRANSVERSE JOINT SEALANT TYPE (AS BUILT) —
  - Preformed (Open Web).....1      Rubberized Asphalt.....3
  - Asphalt.....2      Low-Modulus Silicone.....4
  - Other (Specify)\_\_\_\_\_5
  
- TRANSVERSE JOINT SEALANT RESERVOIR (AS BUILT)
- 6. WIDTH, (INCHES) ..... —. — —
- 7. DEPTH, (INCHES) ..... —. — —
  
- LONGITUDINAL JOINT SEALANT RESERVOIR (AS BUILT)
- 8. WIDTH, (INCHES) ..... —. — —
- 9. DEPTH, (INCHES) ..... —. — —
  
- 10. BETWEEN LANE TIE BAR DIAMETER (INCHES) ..... —. — —
- 11. BETWEEN LANE TIE BAR LENGTH (INCHES) ..... — —.
- 12. BETWEEN LANE TIE BAR SPACING (INCHES) ..... — —.
  
- SHOULDER-TRAFFIC LANE JOINT SEALANT RESERVOIR (AS BUILT)
- 13. WIDTH, (INCHES) ..... —. — —
- 14. DEPTH, (INCHES) ..... —. — —
  
- SHOULDER-TRAFFIC LANE JOINT TIE BARS (FOR CONCRETE SHOULDER)
- 15. DIAMETER (INCHES) ..... —. — —
- 16. LENGTH (INCHES) ..... — —.
- 17. SPACING (INCHES) ..... — —.

	*STATE ASSIGNED ID	[ _ _ _ ]
<hr/>		
SHEET 7	*STATE CODE	[ _ _ ]
INVENTORY DATA	*SHRP SECTION ID	[ _ _ _ _ ]
LTPP PROGRAM		
<hr/>		

PORTLAND CEMENT CONCRETE LAYERS  
REINFORCING STEEL DATA

- \* 1. LAYER NUMBER (FROM SHEET 3) [ \_ ]
- \* 2. TYPE OF REINFORCING [ \_ ]
  - Deformed Bars.....1
  - Welded Wire Fabric.....2
  - Other (specify)\_\_\_\_\_3
- \* 3. TRANSVERSE BAR DIAMETER (INCHES) [ \_ . \_ \_ ]
- \* 4. TRANSVERSE BAR SPACING (INCHES) [ \_ \_ . \_ ]
- \* 5. LONGITUDINAL BAR DIAMETER (INCHES) [ \_ . \_ \_ ]
- \* 6. DESIGN PERCENTAGE OF LONGITUDINAL STEEL (%) [ \_ . \_ \_ ]
- 7. DEPTH TO REINFORCEMENT FROM SLAB SURFACE (INCHES) [ \_ . \_ ]
- 8. LONGITUDINAL BAR SPACING (INCHES) \_ \_ . \_
- 9. YIELD STRENGTH OF REINFORCING (KSI) \_ \_ . \_
- 10. METHOD USED TO PLACE REINFORCEMENT \_
  - Preset on Chairs.....1
  - Mechanically.....2
  - Between Layers of Concrete.....3
  - Other (Specify)\_\_\_\_\_4
- 11. LAP LENGTH OF LONGITUDINAL STEEL SPLICES (INCHES) \_ \_ .  
(CRCP ONLY)

SHEET 8  
 INVENTORY DATA  
 LTPP PROGRAM

\*STATE ASSIGNED ID [ \_ \_ \_ \_ ]  
 \_\_\_\_\_  
 \*STATE CODE [ \_ \_ ]  
 \*SHRP SECTION ID [ \_ \_ \_ \_ ]  
 \_\_\_\_\_

PORTLAND CEMENT CONCRETE LAYERS  
MIXTURE DATA

\* 1. LAYER NUMBER (FROM SHEET 3) [ \_ ]

MIX DESIGN (LB./YD<sup>3</sup> - OVEN DRIED WEIGHT)

- \* 2. Coarse Aggregate ..... [ \_ \_ \_ \_ . ]
- \* 3. Fine Aggregate ..... [ \_ \_ \_ \_ . ]
- \* 4. Cement ..... [ \_ \_ \_ \_ . ]
- \* 5. Water ..... [ \_ \_ \_ \_ . ]

\* 6. TYPE CEMENT USED (See Cement Type Codes, Table A.11) [ \_ \_ ]  
 (If Other, Specify \_\_\_\_\_)

\* 7. ALKALI CONTENT OF CEMENT, (PERCENT BY WEIGHT OF CEMENT) [ \_ \_ . \_ ]

ENTRAINED AIR CONTENT, (PERCENT) (AASHTO T121, T152, OR T196)

- \* 8. Mean ..... [ \_ . \_ ]
- Range:
- 9. Minimum Value ..... \_ . \_
- 10. Maximum Value ..... \_ . \_

	<u>TYPE CODE</u>	<u>AMOUNT</u>
*11. ADMIXTURE #1	[ _ _ ]	[ _ _ _ . _ _ _ ]
*12. ADMIXTURE #2	[ _ _ ]	[ _ _ _ . _ _ _ ]
*13. ADMIXTURE #3	[ _ _ ]	[ _ _ _ . _ _ _ ]

(See Cement Admixture Codes, Table A.12)  
 (If Other, Specify \_\_\_\_\_)

SLUMP (Inches) (AASHTO T119 OR ASTM C143)

- 14. Mean ..... \_ . \_
- Range:
- 15. Minimum Value ..... \_ . \_
- 16. Maximum Value ..... \_ . \_
- 17. Standard Deviation ..... \_ . \_
- 18. Number of Tests ..... \_ \_ .

\*STATE ASSIGNED ID [ \_ \_ \_ \_ ]

SHEET 9  
 INVENTORY DATA  
 LTPP PROGRAM

\*STATE CODE [ \_ \_ ]

\*SHRP SECTION ID [ \_ \_ \_ \_ ]

PORTLAND CEMENT CONCRETE LAYERS  
MIXTURE DATA (CONTINUED)

\* 1. LAYER NUMBER (FROM SHEET 3) [ \_ ]

COMPOSITION OF COARSE AGGREGATE

		<u>TYPE</u>	<u>PERCENT</u>
* 2.	Crushed Stone..1	Manufactured	[ ] [ _ _ _ . ]
* 3.	Gravel.....2	Lightweight.....5	[ ] [ _ _ _ . ]
* 4.	Crushed Gravel.3	Recycled Concrete..6	[ ] [ _ _ _ . ]
	Crushed Slag...4		
	Other (Specify)_____7		

\* 5. GEOLOGIC CLASSIFICATION OF COARSE AGGREGATE [ \_ \_ . ]  
 (SEE GEOLOGIC CLASSIFICATION CODES, TABLE A.9)

COMPOSITION OF FINE AGGREGATE

		<u>TYPE</u>	<u>PERCENT</u>
* 6.	Natural Sand.....1	[ ]	[ _ _ _ . ]
* 7.	Crushed or Manufactured Sand (From	[ ]	[ _ _ _ . ]
* 8.	Crushed Gravel or Stone).....2	[ ]	[ _ _ _ . ]
	Recycled Concrete.....3		
	Other (Specify)_____4		

9. INSOLUBLE RESIDUE, PERCENT (ASTM D3042) \_ \_ \_ .

10. GRADATION OF COARSE AGGREGATE

11.

GRADATION OF FINE AGGREGATE

<u>Sieve Size</u>	<u>% Passing</u>	<u>Sieve Size</u>	<u>% Passing</u>
2".....	— — —	No. 4.....	— — —
1 1/2".....	— — —	No. 8.....	— — —
1".....	— — —	No. 10.....	— — —
7/8".....	— — —	No. 16.....	— — —
3/4".....	— — —	No. 30.....	— — —
5/8".....	— — —	No. 40.....	— — —
1/2".....	— — —	No. 50.....	— — —
3/8".....	— — —	No. 80.....	— — —
		No. 100....	— — —
		No. 200....	— — —

BULK SPECIFIC GRAVITIES:

12. Coarse Aggregate (AASHTO T85 or ASTM C127) \_ \_ . \_ \_ \_  
 13. Fine Aggregate (AASHTO T84 or ASTM C128) \_ \_ . \_ \_ \_



\*STATE ASSIGNED ID [ \_ \_ \_ ]

SHEET 11  
INVENTORY DATA  
LTPP PROGRAM

\*STATE CODE [ \_ \_ ]

\*SHRP SECTION ID [ \_ \_ \_ ]

PORTLAND CEMENT CONCRETE LAYERS  
STRENGTH DATA

\* 1. LAYER NUMBER (FROM SHEET 3) [ \_ ]

FLEXURAL STRENGTH<sup>1</sup> (MODULUS OF RUPTURE) (PSI)

- \* 2. TYPE OF TEST..... [ \_ ]
  - THIRD-POINT LOADING (AASHTO T97 OR ASTM C78) ..... 1
  - CENTER-POINT LOADING (AASHTO T177 OR ASTM C293) .. 2
- \* 3. AGE (DAYS)..... [ \_ \_ \_ ]
- \* 4. MEAN..... [ \_ \_ \_ \_ ]
- 5. MINIMUM..... \_ \_ \_ \_
- 6. MAXIMUM..... \_ \_ \_ \_
- 7. NUMBER OF TESTS..... \_ \_
- 8. STD. DEV..... \_ \_ \_ \_

COMPRESSIVE STRENGTH OF CONCRETE (PSI)  
(TEST METHOD AASHTO T22 OR ASTM C39)

- \* 9. AGE (DAYS)..... [ \_ \_ \_ ]
- \*10. MEAN..... [ \_ \_ \_ \_ ]
- 11. MINIMUM..... \_ \_ \_ \_
- 12. MAXIMUM..... \_ \_ \_ \_
- 13. NUMBER OF TESTS..... \_ \_
- 14. STD. DEV..... \_ \_ \_ \_

SPLITTING TENSILE STRENGTH OF CONCRETE (PSI)  
(TEST METHOD AASHTO T198 OR ASTM C496)

- 15. AGE (DAYS)..... [ \_ \_ \_ ]
- 16. MEAN..... [ \_ \_ \_ \_ ]
- 17. MINIMUM..... \_ \_ \_ \_
- 18. MAXIMUM..... \_ \_ \_ \_
- 19. NUMBER OF TESTS..... \_ \_
- 20. STD. DEV..... \_ \_ \_ \_

NOTE 1: For new construction of test sections for SHRP LTPP, use third point loading.

\*STATE ASSIGNED ID [ \_ \_ \_ \_ ]

---

SHEET 12

\*STATE CODE [ \_ \_ ]

INVENTORY DATA

\*SHRP SECTION ID [ \_ \_ \_ \_ ]

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LTPP PROGRAM

PLANT MIXED ASPHALT BOUND LAYERS  
AGGREGATE PROPERTIES

\* 1. LAYER NUMBER (FROM SHEET 3) [ \_ ]

COMPOSITION OF COARSE AGGREGATE

		<u>TYPE</u>	<u>PERCENT</u>
* 2. Crushed Stone.....1	Crushed Slag.....4	[ _ ]	[ _ _ _ . ]
* 3. Gravel.....2	Manufactured	[ _ ]	[ _ _ _ . ]
* 4. Crushed Gravel.....3	Lightweight.....5	[ _ ]	[ _ _ _ . ]
Other (Specify)_____6			

\* 5. GEOLOGIC CLASSIFICATION OF COARSE AGGREGATE [ \_ \_ . ]  
(SEE GEOLOGIC CLASSIFICATION CODES, TABLE A.9)

COMPOSITION OF FINE AGGREGATE

		<u>TYPE</u>	<u>PERCENT</u>
* 6. Natural Sand.....1		[ _ ]	[ _ _ _ . ]
* 7. Crushed or Manufactured Sand (From		[ _ ]	[ _ _ _ . ]
* 8. Crushed Gravel or Stone).....2		[ _ ]	[ _ _ _ . ]
Recycled Concrete.....3			
Other (Specify)_____4			

\* 9. TYPE OF MINERAL FILLER [ \_ ]

Stone Dust.....1	Portland Cement....3
Hydrated Lime.....2	Fly Ash.....4
Other (Specify)_____5	

AGGREGATE DURABILITY TEST RESULTS

(SEE DURABILITY TEST TYPE CODES, TABLE A.13)

<u>TYPE OF AGGREGATE</u>	<u>TYPE OF TEST</u>	<u>RESULTS</u>
10. Coarse	— —	— — — . — — —
11. Coarse	— —	— — — . — — —
12. Coarse	— —	— — — . — — —
13. Coarse	— —	— — — . — — —

14. POLISH VALUE OF COARSE AGGREGATES

SURFACE LAYER ONLY (AASHTO T279, ASTM D3319) — — .

\*STATE ASSIGNED ID [ \_ \_ \_ ]

---

SHEET 13  
 INVENTORY DATA  
 LTPP PROGRAM

\*STATE CODE [ \_ \_ ]

\*SHRP SECTION ID [ \_ \_ \_ ]

---

PLANT MIXED ASPHALT BOUND LAYERS

AGGREGATE PROPERTIES (CONTINUED)

\* 1. LAYER NUMBER (FROM SHEET 3) [ \_ ]

\* 2. GRADATION OF COMBINED AGGREGATES

<u>Sieve Size or No.</u>	<u>% Passing</u>	<u>Sieve Size or No.</u>	<u>% Passing</u>
2".....	[ _ _ ]	No. 4.....	[ _ _ ]
1 1/2".....	[ _ _ ]	No. 8.....	[ _ _ ]
1".....	[ _ _ ]	No. 10.....	[ _ _ ]
7/8".....	[ _ _ ]	No. 16.....	[ _ _ ]
3/4 ".....	[ _ _ ]	No. 30.....	[ _ _ ]
5/8".....	[ _ _ ]	No. 40.....	[ _ _ ]
1/2".....	[ _ _ ]	No. 50.....	[ _ _ ]
3/8".....	[ _ _ ]	No. 80.....	[ _ _ ]
		No. 100.....	[ _ _ ]
		No. 200.....	[ _ _ ]

BULK SPECIFIC GRAVITIES:

\* 3. Coarse Aggregate (AASHTO T85 or ASTM C127) [ \_ . \_ \_ ]

\* 4. Fine Aggregate (AASHTO T84 or ASTM C128) [ \_ . \_ \_ ]

\* 5. Mineral Filler (AASHTO T100 or ASTM D854) [ \_ . \_ \_ ]

\* 6. Aggregate Combination (Calculated) [ \_ . \_ \_ ]

7. EFFECTIVE SPECIFIC GRAVITY OF AGGREGATE COMBINATION (Calculated) [ \_ . \_ \_ ]

	*STATE ASSIGNED ID	[ _ _ _ _ ]
<hr/>		
SHEET 14	*STATE CODE	[ _ _ ]
INVENTORY DATA	*SHRP SECTION ID	[ _ _ _ _ ]
LTPP PROGRAM	<hr/>	

PLANT MIXED ASPHALT BOUND LAYERS  
ASPHALT CEMENT PROPERTIES

- \* 1. LAYER NUMBER (FROM SHEET 3) [ \_ ]
- \* 2. ASPHALT GRADE (SEE ASPHALT CODE SHEET, TABLE A.16) [ \_ \_ ]  
(IF OTHER, SPECIFY \_\_\_\_\_)
- \* 3. SOURCE (SEE SUPPLY CODE SHEET, TABLE A.14) [ \_ \_ ]  
(IF OTHER, SPECIFY \_\_\_\_\_)
- \* 4. SPECIFIC GRAVITY OF ASPHALT CEMENT [ \_ . \_ \_ \_ ]  
(AASHTO T228)

ORIGINAL ASPHALT CEMENT PROPERTIES

- \* 5. VISCOSITY OF ASPHALT AT 140°F (POISES) [ \_ \_ \_ \_ \_ . ]  
(AASHTO T202)
- \* 6. VISCOSITY OF ASPHALT AT 275°F (CENTISTOKES) [ \_ \_ \_ \_ . \_ \_ ]  
(AASHTO T201)
- \* 7. PENETRATION AT 77°F (AASHTO T49) (TENTHS OF A MM) [ \_ \_ \_ . ]  
(100 g., 5 sec.)

ASPHALT MODIFIERS (SEE TYPE CODE, TABLE A.15)

- |                                | <u>TYPE</u> | <u>QUANTITY(%)</u> |
|--------------------------------|-------------|--------------------|
| * 8. MODIFIER #1 .....         | [ _ _ ] .   | [ _ _ ] .          |
| * 9. MODIFIER #2 .....         | [ _ _ ] .   | [ _ _ ] .          |
| (IF OTHER, SPECIFY TYPE _____) |             |                    |

- 10. DUCTILITY AT 77°F (CM) \_ \_ \_ .  
(AASHTO T51)
- 11. DUCTILITY AT 39.2°(CM) \_ \_ \_ .  
(AASHTO T51)
- 12. TEST RATE FOR DUCTILITY MEASUREMENT \_ \_ \_ .  
AT 39.2°F (CM/MIN)
- 13. PENETRATION AT 39.2°F (AASHTO T49) (TENTHS OF A MM) \_ \_ \_ .  
(200 g., 60 sec.)
- 14. RING AND BALL SOFTENING POINT (AASHTO T53) (°F) \_ \_ \_ .

NOTE: If emulsified or cutback asphalt was used, enter "N" in the spaces for "Original Asphalt Cement Properties".

\*STATE ASSIGNED ID [ \_ \_ \_ \_ ]

SHEET 15

\*STATE CODE [ \_ \_ ]

INVENTORY DATA

\*SHRP SECTION ID [ \_ \_ \_ \_ ]

LTPP PROGRAM

PLANT MIXED ASPHALT BOUND LAYERS

ASPHALT CEMENT PROPERTIES (CONTINUED)

\* 1. LAYER NUMBER (FROM SHEET 3) [ \_ ]

LABORATORY AGED ASPHALT CEMENT PROPERTIES

2. TEST PROCEDURE USED TO MEASURE AGING EFFECTS \_\_\_\_\_

- ASTM D1754 - THIN FILM OVEN TEST.....1
- ASTM D2872 - ROLLING THIN FILM OVEN TEST...2
- OTHER (SPECIFY)\_\_\_\_\_3

3. VISCOSITY OF ASPHALT AT 140°F (POISE) \_\_\_\_\_  
(AASHTO T202)

4. VISCOSITY OF ASPHALT AT 275°F (CENTISTOKES) \_\_\_\_\_  
(AASHTO T201)

5. DUCTILITY AT 77°F (CM) (AASHTO T51) \_\_\_\_\_

6. DUCTILITY AT 39.2°F (CM) (AASHTO T51) \_\_\_\_\_

7. TEST RATE FOR DUCTILITY MEASUREMENT AT  
39.2°F (CM/MIN) \_\_\_\_\_

8. PENETRATION AT 77°F, 100 g., 5 Sec.  
(TENTHS OF A MM) (AASHTO T49) \_\_\_\_\_

9. PENETRATION AT 39.2°F, 200 g., 60 Sec.  
(TENTHS OF A MM) (AASHTO T49) \_\_\_\_\_

10. RING AND BALL SOFTENING POINT (°F) (AASHTO T53) \_\_\_\_\_

11. WEIGHT LOSS (PERCENT) \_\_\_\_\_

NOTE: If emulsified or cutback asphalt was used, enter "N" in the spaces for "Laboratory Aged Asphalt Cement Properties".

\*STATE ASSIGNED ID [ \_ \_ \_ \_ ]

SHEET 16

\*STATE CODE [ \_ \_ ]

INVENTORY DATA

\*SHRP SECTION ID [ \_ \_ \_ \_ ]

LTPP PROGRAM

PLANT MIXED ASPHALT BOUND LAYERS

ORIGINAL MIXTURE PROPERTIES

\* 1. LAYER NUMBER (FROM SHEET 3) [ \_ ]

\* 2. TYPE OF SAMPLES [ \_ ]

SAMPLES COMPACTED IN LABORATORY.....1

SAMPLES TAKEN FROM TEST SECTION.....2

\* 3. MAXIMUM SPECIFIC GRAVITY (NO AIR VOIDS)  
(AASHTO T209 OR ASTM D2041) [ \_ . \_ \_ \_ ]

BULK SPECIFIC GRAVITY (ASTM D1188)

\* 4. MEAN ..... [ \_ . \_ \_ \_ ] NUMBER OF TESTS ..... \_ \_ .

5. MINIMUM ..... \_ \_ . \_ \_ . MAXIMUM ..... \_ . \_ \_ \_

6. STD. DEV. .... \_ . \_ \_ \_

ASPHALT CONTENT (PERCENT WEIGHT OF TOTAL MIX)  
(AASHTO T164 OR ASTM D2172)

\* 7. MEAN ..... [ \_ \_ . \_ ] NUMBER OF SAMPLES .... \_ \_ .

8. MINIMUM ..... \_ \_ . \_ . MAXIMUM ..... \_ \_ . \_

9. STD. DEV. .... \_ \_ . \_

PERCENT AIR VOIDS

\*10. MEAN ..... [ \_ \_ . \_ ] NUMBER OF SAMPLES .... \_ \_ .

11. MINIMUM ..... \_ \_ . \_ . MAXIMUM ..... \_ \_ . \_

12. STD. DEV. .... \_ \_ . \_

13. VOIDS IN MINERAL AGGREGATE (PERCENT) \_ \_ . \_

14. EFFECTIVE ASPHALT CONTENT (PERCENT) \_ \_ . \_

15. MARSHALL STABILITY (LBS) (AASHTO T245 OR ASTM D1559) \_ \_ \_ \_ .

16. NUMBER OF BLOWS \_ \_

17. MARSHALL FLOW (HUNDREDTHS OF AN INCH)  
(AASHTO T245 OR ASTM D1559) \_ \_ \_ \_ .

18. HVEEM STABILITY (AASHTO T246 OR ASTM D1561) \_ \_ \_ .

19. HVEEM COHESIOMETER VALUE (GRAMS/25 MM OF WIDTH)  
(AASHTO T246 OR ASTM D1561) \_ \_ \_ \_ .

	*STATE ASSIGNED ID	[ _ _ _ _ ]
<hr/>		
SHEET 17	*STATE CODE	[ _ _ ]
INVENTORY DATA	*SHRP SECTION ID	[ _ _ _ _ ]
LTPP PROGRAM		
<hr/>		

PLANT MIXED ASPHALT BOUND LAYERS

ORIGINAL MIXTURE PROPERTIES

CONTINUED

\* 1. LAYER NUMBER (FROM SHEET 3) [ \_ ]

\* 2. TYPE ASPHALT PLANT [ \_ ]

BATCH PLANT.....1                      DRUM MIX PLANT.....2

OTHER (SPECIFY) \_\_\_\_\_ 3

\* 3. TYPE OF ANTISTRIPPING AGENT USED (SEE TYPE CODES, TABLE A.21) [ \_ \_ ]  
(Other, Specify \_\_\_\_\_)

\* 4. AMOUNT OF ANTISTRIPPING AGENT USED      LIQUID OR SOLID CODE [ \_ ]

\* 5. (If liquid, enter code 1, and amount as percent of asphalt cement weight. If solid, enter code 2 and amount as percent of aggregate weight.) [ \_ \_ . \_ ]

6. MOISTURE SUSCEPTIBILITY TEST TYPE \_\_\_\_\_

- 1 - AASHTO T165 (ASTM D1075)
- 2 - TEXAS FREEZE-THAW PEDESTAL TEST (REF. 21)
- 3 - TEXAS BOILING TEST (REF. 22)
- 4 - REVISED LOTTMAN PROCEDURE (AASHTO T283)
- 5 - OTHER (SPECIFY) \_\_\_\_\_

MOISTURE SUSCEPTIBILITY TEST RESULTS:

7. HVEEM STABILITY NO. \_\_\_\_\_

8. PERCENT STRIPPED \_\_\_\_\_

9. TENSILE STRENGTH RATIO (AASHTO T283) \_\_\_\_\_

10. INDEX OF RETAINED STRENGTH (AASHTO T165) \_\_\_\_\_



SHEET 19  
 INVENTORY DATA  
 LTPP PROGRAM

\*STATE ASSIGNED ID [ \_ \_ \_ \_ ]  
 \*STATE CODE [ \_ \_ ]  
 \*SHRP SECTION ID [ \_ \_ \_ \_ ]

UNBOUND OR STABILIZED BASE OR  
SUBBASE MATERIAL DESCRIPTION

- \* 1. LAYER NUMBER (FROM SHEET 3) [ \_ ]
- \* 2. AASHTO SOIL CLASSIFICATION (SEE CODES, TABLE A.10) [ \_ \_ ]
- \* 3. ATTERBERG LIMITS (ASTM D4318)  
 PI ..... [ \_ \_ . ]      LL ..... [ \_ \_ . ]      PL ..... [ \_ \_ . ]

- 4. MAXIMUM LAB DRY DENSITY (PCF)      \_ \_ \_ .
- 5. OPTIMUM LAB MOISTURE CONTENT (PERCENT)      \_ \_ .
- 6. TEST USED TO MEASURE MAXIMUM DRY DENSITY  
 Standard AASHTO T99.....1      ASTM D558.....4  
 Modified AASHTO T180.....2      ASTM D4223.....5  
 AASHTO T134 (SOIL-CEMENT)..3  
 Other (SPECIFY) \_\_\_\_\_ 6

- 7. COMPACTIVE ENERGY FOR 'OTHER' METHOD  
 (FT. -LBS./CU. IN.)      \_ \_ .

IN SITU DRY DENSITY (PCF)

- 8. MEAN ..... \_ \_ \_      NUMBER OF SAMPLES .... \_ \_
- 9. MINIMUM ..... \_ \_ \_      MAXIMUM ..... \_ \_ \_
- 10.      STD. DEV. .... \_ \_ \_

IN SITU MOISTURE CONTENT (PERCENT OF DRY WEIGHT)

- 11. MEAN ..... \_ \_ \_      NUMBER OF SAMPLES .... \_ \_
- 12. MINIMUM ..... \_ \_ \_      MAXIMUM ..... \_ \_ \_
- 13.      STD. DEV. .... \_ \_ \_

14. COARSE GRADATION OF BASE/SUBBASE MATL.

15. Sieve Size or No.      % Passing		FINE GRADATION OF BASE/SUBBASE MATL. Sieve Size or No.      % Passing	
1 1/2".....	_____	No. 4.....	_____
1".....	_____	No. 8.....	_____
7/8".....	_____	No. 10.....	_____
3/4 ".....	_____	No. 16.....	_____
5/8".....	_____	No. 30.....	_____
1/2".....	_____	No. 40.....	_____
3/8".....	_____	No. 50.....	_____
		No. 80.....	_____
		No. 100.....	_____
		No. 200.....	_____

SHEET 20  
 INVENTORY DATA  
 LTPP PROGRAM

\*STATE ASSIGNED ID [ \_ \_ \_ \_ ]  
 \_\_\_\_\_  
 \*STATE CODE [ \_ \_ ]  
 \*SHRP SECTION ID [ \_ \_ \_ \_ ]  
 \_\_\_\_\_

UNBOUND OR STABILIZED BASE OR  
SUBBASE MATERIAL DESCRIPTION (CONTINUED)

\* 1. LAYER NUMBER (FROM SHEET 3) [ \_ ]

TYPE AND PERCENT STABILIZING AGENT (FOR STABILIZED LAYERS ONLY)

\* 2. STABILIZING AGENT 1 TYPE CODE [ \_ ] PERCENT [ \_ . \_ ]  
 \* 3. STABILIZING AGENT 2 TYPE CODE [ \_ ] PERCENT [ \_ . \_ ]

STABILIZING AGENT TYPE CODES

Asphalt Cement..... 1	Lime..... 5
Emulsified Asphalt.... 2	Fly Ash, Class C..... 6
Cutback Asphalt..... 3	Fly Ash, Class N..... 7
Portland Cement..... 4	
Other (Specify) _____	8

\* 4. ADMIXTURES: TYPE [ \_ ] PERCENT [ \_ . \_ ]  
 Calcium Chloride..... 1 Magnesium Chloride.... 3  
 Sodium Chloride..... 2  
 Other (Specify) \_\_\_\_\_ 4

COMPRESSIVE STRENGTH (PSI)

\* 5. MEAN ..... [ \_ \_ \_ ] NUMBER OF TESTS ..... \_ \_  
 6. MINIMUM ..... \_ \_ \_ MAXIMUM ..... \_ \_ \_  
 7. STD. DEV. .... \_ \_ \_

\* 8. TYPE OF COMPRESSION TEST [ \_ ]  
 AASHTO T167 (ASTM D1074).... 1 AASHTO T220..... 2  
 AASHTO T24 (ASTM D1633).... 2 AASHTO T234 (ASTM D2850). 4  
 Other (Specify) \_\_\_\_\_ 5

\* 9. CONFINING PRESSURE (PSI)<sup>1</sup> [ \_ . \_ ]

10. CALCIUM CARBONATE CONTENT (PERCENT) (ASTM D4373) \_ \_ .

11. CALIFORNIA BEARING RATIO (CBR)  
 (AASHTO T193 OR ASTM D3668) \_ \_ .

12. RESISTANCE (R-VALUE) (ASTM D2844) \_ \_ .

13. MODULUS OF SUBGRADE REACTION (K-VALUE) (PSI/SQ. IN.) \_ \_ .

14. TYPE OF TEST  
 AASHTO T221 OR ASTM D1195... 1 AASHTO T222..... 2

NOTE 1: If the test is unconfined, enter "0.0".

	*STATE ASSIGNED ID	[ _ _ _ _ ]
<hr/>		
SHEET 21	*STATE CODE	[ _ _ ]
INVENTORY DATA	*SHRP SECTION ID	[ _ _ _ _ ]
<hr/>		
LTPP PROGRAM		

SUBGRADE DATA

- \* 1. AASHTO SOIL CLASSIFICATION (SEE CODES, TABLE A.10) [ \_ \_ ]
- 2. CALIFORNIA BEARING RATIO (CBR) (AASHTO T193 OR ASTM D3668) \_ \_ .
- 3. RESISTANCE (R-VALUE) (AASHTO T190 OR ASTM D2844) \_ \_ .
- 4. MODULUS OF SUBGRADE REACTION (K-VALUE) (PSI/SQ. IN.) \_ \_ .
- 5. TYPE OF TEST
- AASHTO T221 OR ASTM D1195... 1 AASHTO T222..... 2
- 6. PERCENT PASSING NO. 40 SIEVE \_ \_ .
- 7. PERCENT PASSING NO. 200 SIEVE \_ \_ .
- 8. PLASTICITY INDEX (AASHTO T90 OR ASTM D4318) \_ \_ .
- 9. LIQUID LIMIT (AASHTO T89 OR ASTM D4318) \_ \_ .
- 10. MAXIMUM LAB DRY DENSITY (PCF) \_ \_ .
- 11. OPTIMUM LAB MOISTURE CONTENT (PERCENT) \_ \_ .
- 12. TEST USED TO MEASURE MAXIMUM DRY DENSITY
- STANDARD AASHTO (T-99)..... 1 MODIFIED AASHTO (T-180).. 2
- Other (Specify) \_\_\_\_\_ 3
- 13. COMPACTIVE ENERGY FOR "OTHER" METHOD (FT.-LBS./CU.IN.) \_ \_ .
  
- IN SITU DRY DENSITY (PERCENT OF OPTIMUM)
- 14. MEAN ..... \_ \_ \_ NUMBER OF TESTS ..... \_ \_
- 15. MINIMUM ..... \_ \_ \_ MAXIMUM ..... \_ \_
- 16. STD. DEV. .... \_ \_
  
- IN SITU MOISTURE CONTENT (PERCENT OF OPTIMUM)
- 17. MEAN ..... \_ \_ \_ NUMBER OF TESTS ..... \_ \_
- 18. MINIMUM ..... \_ \_ \_ MAXIMUM ..... \_ \_
- 19. STD. DEV. .... \_ \_
  
- IN SITU DRY DENSITY (PCF)
- 20. MEAN ..... \_ \_ \_ NUMBER OF TESTS ..... \_ \_
- 21. MINIMUM ..... \_ \_ \_ MAXIMUM ..... \_ \_
- 22. STD. DEV. .... \_ \_
  
- IN SITU MOISTURE CONTENT (PERCENT OF DRY WEIGHT)
- 23. MEAN ..... \_ \_ \_ NUMBER OF TESTS ..... \_ \_
- 24. MINIMUM ..... \_ \_ \_ MAXIMUM ..... \_ \_
- 25. STD. DEV. .... \_ \_









APPENDIX A. STANDARD CODES

This appendix provides standard codes to simplify entry of data during collection and the subsequent storage and processing of this data. These codes are tabulated as follows:

Table A.1	Standard Codes for States, District of Columbia, Puerto Rico, American Protectorates, and Canadian Provinces
Table A.2	Functional Class Codes
Table A.3	Experiment Type Definitions for LTPP
Table A.4	Pavement Type Codes
Table A.5	Pavement Surface Material Type Classification Codes
Table A.6	Base and Subbase Material Type Classification Codes
Table A.7	Subgrade Soil Description Codes
Table A.8	Material Type Codes for Thin Seals and Interlayers
Table A.9	Geologic Classification Codes
Table A.10	Soil Type Codes, AASHTO Soil Classification
Table A.11	Portland Cement Type Codes
Table A.12	Portland Cement Concrete Admixture Codes
Table A.13	Aggregate Durability Test Type Codes
Table A.14	Asphalt Refiners and Processors in the United States
Table A.15	Asphalt Cement Modifier Codes
Table A.16	Grades of Asphalt, Emulsified Asphalt, and Cutback Asphalt Codes
Table A.17	Maintenance and Rehabilitation Work Type Codes
Table A.18	Maintenance Location Codes
Table A.19	Maintenance Materials Type Codes
Table A.20	Recycling Agent Type Codes
Table A.21	Anti-Stripping Agent Type Codes
Table A.22	Distress Types

Revised June 13, 1988

Table A.1. Table of Standard Codes for States, District of Columbia,  
Puerto Rico, American Protectorates and Canadian Provinces.

<u>State</u>	<u>Code</u>	<u>State</u>	<u>Code</u>
Alabama	01	New York	36
Alaska	02	North Carolina	37
Arizona	04	North Dakota	38
Arkansas	05	Ohio	39
California	06	Oklahoma	40
Colorado	08	Oregon	41
Connecticut	09	Pennsylvania	42
Delaware	10	Rhode Island	44
District of Columbia	11	South Carolina	45
Florida	12	South Dakota	46
Georgia	13	Tennessee	47
Hawaii	15	Texas	48
Idaho	16	Utah	49
Illinois	17	Vermont	50
Indiana	18	Virginia	51
Iowa	19	Washington	53
Kansas	20	West Virginia	54
Kentucky	21	Wisconsin	55
Louisiana	22	Wyoming	56
Maine	23	American Samoa	60
Maryland	24	Guam	66
Massachusetts	25	Puerto Rico	72
Michigan	26	Virgin Islands	78
Minnesota	27	Alberta	81
Mississippi	28	British Columbia	82
Missouri	29	Manitoba	83
Montana	30	New Brunswick	84
Nebraska	31	Newfoundland	85
Nevada	32	Nova Scotia	86
New Hampshire	33	Ontario	87
New Jersey	34	Prince Edward Island	88
New Mexico	35	Quebec	89
		Saskatchewan	90

Note: The U.S. codes are consistent with the Federal  
Information Processing Standards (FIPS) and HPMS

Table A.2. Functional class codes.

<u>Functional Class</u>	<u>Code</u>
Rural:	
Principal Arterial - Interstate.....	01
Principal Arterial - Other.....	02
Minor Arterial.....	06
Major Collector.....	07
Minor Collector.....	08
Local Collector.....	09
Urban:	
Principal Arterial - Interstate.....	11
Principal Arterial - Other Freeways or Expressways.....	12
Other Principal Arterial.....	14
Minor Arterial.....	16
Collector.....	17
Local.....	19

Note: These codes are consistent with the HPMS system.

Table A.3. Detailed Descriptions of Pavements for Each LTPP  
General Pavement Studies Experiment.

(01) ASPHALT CONCRETE PAVEMENT WITH GRANULAR BASE

Acceptable pavements for this study include a dense-graded hot mix asphalt concrete (HMAC) surface layer (1), with or without other HMAC layers (28), placed over untreated granular base (22 or 23). One or more subbase layers (22, 23, 24, 25, 26, 42, or 43) may also be present, but are not required. Two or more consecutive lifts of the same mixture design are to be treated as one layer. "Full depth" asphalt concrete pavements are also included in this study. They include an HMAC surface layer (1) and usually one or more HMAC layers (28) beneath the surface, with a minimum total HMAC thickness of 8 inches placed directly upon treated or untreated subgrade. For "full depth" asphalt concrete pavements, a base layer (Layer Description 5) of zero thickness and material code 21 should be indicated. If a treated subgrade (42 or 43) is present, it should be shown as a subbase (Layer Description 6). Seal coats or porous friction courses are allowed on the surface, but not in combination, i.e., a porous friction course placed over a seal coat is not acceptable. Seal coats are also permissible on top of granular base layers. At least one layer of dense graded HMAC is required, regardless of the existence of seal coats or porous friction courses.

(02) ASPHALT CONCRETE PAVEMENT WITH BOUND BASE

Acceptable pavements for this study include a dense-graded HMAC surface layer (1) with or without other HMAC layers (28), placed over a bound base layer (27-39, 42-44, 46). To properly account for a variety of bound base types in the sampling design, two classifications of binder types, bituminous and non-bituminous, are defined as the factor levels. Bituminous binders include asphalt cements, cutbacks, emulsions, and road tars. Non-bituminous binders include all hydraulic cements (those which harden by a chemical reaction with water and are capable of hardening under water), lime, fly ashes and natural pozzolans, or combinations thereof. Stabilized bases with lower quality materials such as sand asphalt or soil cement are also allowed. Stabilization practices of primary concern for this study are those in which the structural characteristics of the material are improved due to the cementing action of the stabilizing agent. Thus, the description of the study actually refers to treatments improving the structural properties of the base materials. Two or more consecutive lifts of the same mixture design are to be treated as one layer. One or more subbase layers (22, 23, 24, 25, 26, 42, or 43) may be present but are not required. Seal coats or porous friction courses are permitted on the surface but not in combination, i.e., a porous friction course placed over a seal coat is not acceptable. Project selection is often to those constructed on both fine and coarse subgrades (51-65).

Table A.3. Detailed Descriptions of Pavements for Each LTPP  
General Pavement Studies Experiment (Continued).

(03) JOINTED PLAIN CONCRETE PAVEMENT - JPCP

Acceptable jointed, unreinforced portland cement concrete slab (4) placed over untreated granular base (22 or 23), HMAC (28 or 31), or stabilized base (29, 30, 37, or 38). One or more subbase layers (22, 23, 24, 25, 26, 42, or 43) may also be present, but are not required. The joints may have either no load transfer devices or smooth dowel bars. A seal coat is also permissible above a granular base layer. Jointed slabs with load transfer devices other than dowel bars and pavements placed directly upon a treated or untreated subgrade are also not acceptable.

(04) JOINTED REINFORCED CONCRETE PAVEMENT - JRCP

Acceptable projects include jointed reinforced portland cement concrete pavements (5) with doweled joints spaced between 20 and 65 feet. The slab may rest directly upon a layer of any material listed in Table A.6 (except 25 and 45) or upon unstabilized coarse-grained subgrade (57-65). A base layer and one or more subbase layers may exist, but are not required. These layers may consist of any of the material types indicated in Table A.6. A seal coat is also permissible above a granular base layer. JRCP placed directly upon a fine-grained soil/aggregate layer (25) or a fine-grained subgrade (51-56) will not be considered for this study. JRCP's without load transfer devices or using devices other than smooth dowel bars at the joints are not acceptable.

(05) CONTINUOUSLY REINFORCED CONCRETE PAVEMENT - CRCP

Acceptable projects include continuously reinforced portland cement concrete pavements (6) placed directly upon a layer of any material listed in Table A.6 (except 25 or 45), or upon unstabilized coarse-grained subgrade (57-65). CRCP's placed directly upon a fine-grained soil/aggregate layer (25) or a fine-grained subgrade (51-56) are not acceptable for this study.

(06) AC OVERLAY OF AC PAVEMENT

Acceptable pavements for this study include a dense-graded HMAC surface layer (1) with or without other HMAC layers (28) placed over a previously existing asphalt concrete pavement meeting the requirements of GPS-1 or GPS-2. Seal coats or porous friction courses are allowed, but not in combination. Fabric interlayers (75 and 76) and Stress Absorbing Membrane Interlayers (SAMIs) (77) are permitted between the original surface and the overlay. The total pavements which have been overlaid more than once since they were originally constructed are not acceptable. Pavements in both bad and good condition as measured by levels of specific distress types present prior to the overlay are needed.

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Table A.3. Detailed Descriptions of Pavements for Each LTPP  
General Pavement Studies Experiment (Continued).

(07) AC OVERLAY OF JOINTED CONCRETE PAVEMENT

Acceptable pavements for this study include a dense-graded HMAC surface layer (1) with or without other HMAC layers (28) placed on either a JPCP (4), JRCP (5), or CRCP (6). The slab may rest on any combination of base and/or subbase layers indicated in Table A.6 (except 45). The previously existing concrete slab may also have been placed directly on lime or cement treated fine or coarse-grained subgrade (27, 42, and 43), or on untreated coarse-grained subgrade (57-65). Slabs placed directly on untreated fine-grained subgrade (51-56) are not acceptable. Seal coats or porous friction courses are permissible, but not in combination. Fabric interlayers (75 or 76) and SAMIs (77) are acceptable when placed between the original surface (concrete) and the overlay. Overlaid pavements with aggregate interlayers (79) and open-graded asphalt concrete (80) will not be considered in this study. The total thickness of HMAC used in the overlay must be at least 1.5 inches. Pavements which have been overlaid more than once since they were originally constructed are not acceptable. Pavements in both bad and good condition as measured by levels of specific distress types present prior to the overlay are needed.

(09) UNBONDED JCP OVERLAYS OF CONCRETE PAVEMENT

Acceptable projects for this study include unbonded JPCP (4), JRCP (5), or CRCP (6) overlay with a thickness of 5 inches or more placed over an existing JPCP (4), JRCP (5), or CRCP (6) pavement. The overlaid concrete pavement may rest on any of the base and subbase types listed in Table A.6 or directly upon subgrade.

Table A.4 Pavement Type Codes

<u>Type of Pavement</u>	<u>Code</u>
<u>Asphalt Concrete (AC) Surfaced Pavements:</u>	
AC With Granular Base.....	01
AC With Bituminous Treated Base.....	02
AC With Non-Bituminous Treated Base.....	07
AC Overlay on AC Pavement.....	03
AC Overlay on JPCP Pavement.....	28
AC Overlay on JRCP Pavement.....	29
AC Overlay on CRCP Pavement.....	30
Other.....	10
<u>Portland Cement Concrete Surfaced Pavements:</u>	
JPCP - Placed Directly On Untreated Subgrade.....	11
JRCP - Placed Directly On Untreated Subgrade.....	12
CRCP - Placed Directly On Untreated Subgrade.....	13
JPCP - Placed Directly On Treated Subgrade.....	14
JRCP - Placed Directly On Treated Subgrade.....	15
CRCP - Placed Directly On Treated Subgrade.....	16
JPCP - Over Unbound Base.....	17
JRCP - Over Unbound Base.....	18
CRCP - Over Unbound Base.....	19
JPCP Over Bituminous Treated Base.....	20
JRCP Over Bituminous Treated Base.....	21
CRCP Over Bituminous Treated Base.....	22
JPCP Over Non-Bituminous Treated Base.....	23
JRCP Over Non-Bituminous Treated Base.....	24
CRCP Over Non-Bituminous Treated Base.....	25
JPCP Overlay on JPCP Pavement.....	31
JPCP Overlay on JRCP Pavement.....	33
JPCP Overlay on CRCP Pavement.....	35
JRCP Overlay on JPCP Pavement.....	32
JRCP Overlay on JRCP Pavement.....	34
JRCP Overlay on CRCP Pavement.....	36
CRCP Overlay on JPCP Pavement.....	38
CRCP Overlay on JRCP Pavement.....	39
CRCP Overlay on CRCP Pavement.....	37
JPCP Overlay on AC Pavement.....	04
JRCP Overlay on AC Pavement.....	05
CRCP Overlay on AC Pavement.....	06
Prestressed Concrete Pavement.....	40
Other.....	49

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Table A.4 Pavement Type Codes  
(Continued)

\*Composite Pavements (Wearing Surface Included in Initial Construction):

JPCP With Asphalt Concrete Wearing Surface.....	51
JRCP With Asphalt Concrete Wearing Surface.....	52
CRCP With Asphalt Concrete Wearing Surface.....	53
Other.....	59

Definitions:

- JPCP - Jointed Plain Concrete Pavement
- JRCP - Jointed Reinforced Concrete Pavement
- CRCP - Continuously Reinforced Concrete Pavement

\* "Composite Pavements" are pavements originally constructed with an asphalt concrete wearing surface over a portland cement concrete slab (1986 "AASHTO Guide for Design of Pavement Structures").

Table A.5 Pavement Surface Material Type Classification Codes

<u>Material Type</u>	<u>Code</u>
Hot Mixed, Hot Laid Asphalt Concrete, Dense Graded.....	01
Hot Mixed, Hot Laid Asphalt Concrete, Open Graded (Porous Friction Course) .....	02
Sand Asphalt.....	03
Portland Cement Concrete (JPCP).....	04
Portland Cement Concrete (JRCP).....	05
Portland Cement Concrete (CRCP).....	06
Portland Cement Concrete (Prestressed).....	07
Portland Cement Concrete (Fiber Reinforced).....	08
Plant Mix (Emulsified Asphalt) Material, Cold Laid.....	09
Plant Mix (Cutback Asphalt) Material, Cold Laid.....	10
Single Surface Treatment.....	11
Double Surface Treatment.....	12
Recycled Asphalt Concrete	
Hot, Central Plant Mix.....	13
Cold Laid Central Plant Mix.....	14
Cold Laid Mixed-In-Place.....	15
Heater Scarification/Recompaction.....	16
Recycled Portland Cement Concrete	
JPCP.....	17
JRCP.....	18
CRCP.....	19
Other.....	20

Table A.6. Base and subbase material type classification codes.

	<u>Code</u>
No Base (Pavement Placed Directly on Subgrade).....	21
Gravel (Uncrushed).....	22
Crushed Stone, Gravel or Slag.....	23
Sand.....	24
Soil-Aggregate Mixture (Predominantly Fine-Grained Soil).	25
Soil-Aggregate Mixture (Predominantly Coarse-Grained Soil).....	26
Soil Cement.....	27
<b>Asphalt Bound Base or subbase Materials</b>	
Dense Graded, Hot Laid, Central Plant Mix.....	28
Dense Graded, Cold Laid, Central Plant Mix.....	29
Dense Graded, Cold Laid, Mixed In-Place.....	30
Open Graded, Hot Laid, Central Plant Mix.....	31
Open Graded, Cold Laid, Central Plant Mix.....	32
Open Graded, Cold Laid, Mixed In-Place.....	33
Recycled Asphalt Concrete, Plant Mix, Hot Laid.....	34
Recycled Asphalt Concrete, Plant Mix, Cold Laid.....	35
Recycled Asphalt Concrete, Mixed In-Place.....	36
Sand Asphalt.....	46
Cement-Aggregate Mixture.....	37
Lean Concrete (<3 sacks cement/cy).....	38
Recycled Portland Cement Concrete.....	39
Sand-Shell Mixture.....	40
Limerock, Caliche (Soft Carbonate Rock).....	41
Lime-Treated Subgrade Soil.....	42
Cement-Treated Subgrade Soil.....	43
Pozzolanic-Aggregate Mixture.....	44
Cracked and Seated PCC Layer.....	45
Other.....	49

Table A.7. Subgrade soil description codes.

<u>Soil Description</u>	<u>Code</u>
<b>Fine-Grained Subgrade Soils:</b>	
Clay (Liquid Limit >50).....	51
Sandy Clay.....	52
Silty Clay.....	53
Silt.....	54
Sandy Silt.....	55
Clayey Silt.....	56
<b>Coarse-Grained Subgrade Soils:</b>	
Sand.....	57
Poorly Graded Sand.....	58
Silty Sand.....	59
Clayey Sand.....	60
Gravel.....	61
Poorly Graded Gravel.....	62
Clayey Gravel.....	63
Shale.....	64
Rock.....	65

Table A.8. Material type codes for thin seals and interlayers.

	<u>Code</u>
Chip Seal Coat.....	71
Slurry Seal Coat.....	72
Fog Seal Coat.....	73
Woven Geotextile.....	74
Nonwoven Geotextile.....	75
Stress Absorbing Membrane Interlayer.....	77
Dense Graded Asphalt Concrete Interlayer.....	78
Aggregate Interlayer.....	79
Open Graded Asphalt Concrete Interlayer.....	80
Chip Seal With Modified Binder (Does Not Include Crumb Rubber).....	81
Sand Seal.....	82
Asphalt-Rubber Seal Coat (Stress Absorbing Membrane).....	83
Sand Asphalt.....	84
Other.....	85

Table A.9. Geologic classification codes.

<u>Igneous:</u>	<u>Code</u>
Granite.....	01
Syenite.....	02
Diorite.....	03
Gabbro.....	04
Peridotite.....	05
Felsite.....	06
Basalt.....	07
Diabase.....	08
 <u>Sedimentary:</u>	
Limestone.....	09
Dolomite.....	10
Shale.....	11
Sandstone.....	12
Chert.....	13
Conglomerate.....	14
Breccia.....	15
 <u>Metamorphic:</u>	
Gneiss.....	16
Schist.....	17
Amphibolite.....	18
Slate.....	19
Quartzite.....	20
Marble.....	21
Serpentine .....	22

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Table A.10. Soil and soil-aggregate mixture type codes,  
AASHTO classification.

	<u>Code</u>
A-1-a.....	.01
A-1-b.....	.02
A-3.....	.03
A-2-4.....	.04
A-2-5.....	.05
A-2-6.....	.06
A-2-7.....	.07
A-4.....	.08
A-5.....	.09
A-6.....	.10
A-7-5.....	.11
A-7-6.....	.12

Table A.11 Portland Cement Type Codes

	<u>Code</u>
Type I .....	41
Type II .....	42
Type III .....	43
Type IV .....	44
Type V .....	45
Type IS .....	46
Type ISA .....	47
Type IA .....	48
Type IIA .....	49
Type IIIA .....	50
Type IP .....	51
Type IPA .....	52
Type N .....	53
Type NA .....	54
Other .....	55

Table A.12 Portland Cement Concrete Admixture Codes

	<u>Code</u>
Water-Reducing (AASHTO M194, Type A) .....	01
Retarding (AASHTO M194, Type B) .....	02
Accelerating (AASHTO M194, Type C) .....	03
Water-Reducing and Retarding (AASHTO M194, Type D) .....	04
Water-Reducing and Accelerating (AASHTO M194, Type E) .....	05
Water-Reducing, High Range (AASHTO M194, Type F) .....	06
Water-Reducing, High Range and Retarding (AASHTO M194, Type G) ...	07
Air-Entraining Admixture (AASHTO M154) .....	08
Natural Pozzolans (AASHTO M295, Class N) .....	09
Fly Ash, Class F (AASHTO M295) .....	10
Fly Ash, Class C (AASHTO M295) .....	11
Other (Chemical) .....	12
Other (Mineral) .....	13

Table A.13. Aggregate durability test type codes.

<u>Description</u>	<u>AASHTO</u>	<u>ASTM</u>	<u>Code</u>
Resistance to Abrasion of Small Size Coarse Aggregate by Use of Los Angeles Machine (Percent Weight Loss)	T96	C131 .....	01
Soundness of Aggregate by Freezing and Thawing (Percent Weight Loss)	T103	-- .....	02
Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate (Percent Weight Loss)	T104	C88 .....	03
Resistance to Degradation of Large-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine (Percent Weight Loss)	--	C535 .....	04
Potential Volume Change of Cement-Aggregate Combinations (Percent Expansion)	--	C342 .....	05
Evaluation of Frost Resistance of Coarse Aggregates in Air-Entrained Concrete by Critical Dilution Procedures (Number of Weeks of Frost Immunity)		C682 .....	06
Potential Alkali Reactivity of Cement Aggregate Combinations (Average Percent Expansion)	--	C227 .....	07
Potential Reactivity of Aggregates (Reduction in Alkalinity-mmol/L)	--	C289 .....	08
Test for Clay Lumps and Friable Particles in Aggregates (Percent by Weight)	T112	C142 .....	09
Test for Potential Alkali Reactivity of Carbonate Rocks for Concrete Aggregates (Percent Change in Speciment Length)	--	C586.....	11

Table A.14. Codes for Asphalt Refiners and Processors in the United States.\*

	<u>Code</u>
Belcher Refining Co.--Mobile Bay, Alabama .....	78
Hunt Refining Company--Tuscaloosa, Alabama .....	01
Chevron USA, Inc.--Kenai, Alaska .....	02
Mapco Alaska Petroleum--North Pole, Alaska .....	03
Intermountain Refining Cl.--Fredonia, Arizona.....	04
Berry Petroleum Company--Stevens, Arkansas .....	05
Cross Oil and Refining Company--Smackover, Arkansas .....	06
Lion Oil Company--El Dorado, Arkansas .....	07
McMillan Ring, Free Oil Cl.--Norphlet, Arkansas .....	08
Chevron USA, Inc.--Richmond, California .....	09
Conoco, Inc.--Santa Maria, California .....	10
Edgington Oil Co., Inc.--Long Beach, California .....	11
Golden Bear Division, Witco Chemical Corp.--Oildale, California .....	12
Golden West Refining, Co.--Santa Fe Springs, California .....	13
Huntway Refining Co.--Benicia, California .....	14
Huntway Refining Co.--Wilmington, California .....	15
Lunday-Thagard Co.--South Gate, California .....	79
Newhall Refining Co., Inc.--Newhall, California .....	16
Oxnard Refining--Oxnard, California .....	17
Paramount Petroleum Corp.--Paramount, California .....	80
Powerline Oil Co.--Santa Fe Springs, California .....	81
San Joaquin Refining Cl.--Bakersfield, California .....	18
Shell Oil Co.--Martinez, California .....	19
Superior Processing Co.--Santa Fe Springs, California .....	20
Colorado Refining Co.--Commerce City, Colorado .....	82
Conoco, Inc.--Commerce City, Colorado .....	21
Amoco Oil Co.--Savannah, Georgia .....	22
Young Refining Corp.--Douglasville, Georgia .....	23
Chevron USA--Barber's Point, Hawaii .....	24
Clark Oil and Refining Corp.--Blue Island, Illinois .....	25
Shell Oil Co.--Wood River, Illinois .....	26
Unacol Corp.--Lemont, Illinois .....	27
Amoco Oil Co.--Whiting, Indiana .....	28
Laketon Refining Corp.--Laketon, Indiana .....	83
Young Refining Corp.--Laketon, Indiana .....	29
Derby Refining Co.--El Dorado, Kansas .....	84
Farmland Industries, Inc.--Phillipsburg, Kansas .....	30
Total Petroleum, Inc.--Arkansas City, Kansas .....	31
Ashland Petroleum Co.--Catlettsburg, Kentucky .....	32
Atlas Processing Co.--Shreveport, Louisiana .....	33
Calumet Refining Co.--Princeton, Louisiana .....	34
Exxon Co.--Baton Rouge, Louisiana .....	35
Marathon Petroleum Co.--Garyville, Louisiana .....	36
Marathon Petroleum Co.--Detroit, Michigan .....	37
Ashland Petroleum Co.--St. Paul, Minnesota .....	38
Koch Refining Co.--Rosemount, Minnesota .....	39
Chevron USA, Inc.--Pascagoula, Mississippi .....	40
Ergon Refining Inc.--Vicksburg, Mississippi .....	41
Southland Oil Co.--Lumberton, Mississippi .....	42
Southland Oil Co.--Sanderson, Mississippi .....	43

Table A.14. Codes for Asphalt Refiners and Processors in the United States  
(Continued).\*

	<u>Code</u>
Cenex--Laurel, Montana .....	44
Conoco, Inc.--Billings, Montana .....	45
Exxon Co.--Billings, Montana .....	46
Chevron USA, Inc.--Perth Amboy, New Jersey .....	47
Exxon Co., Linden, New Jersey .....	48
Giant Industries, Inc.--Gallup, New Mexico .....	85
Navahoe Refining Co.--Artesia, New Mexico .....	49
Cibro Petroleum Products Co.--Albany, New York .....	86
Ashland Petroleum Co.--Canton, Ohio .....	50
Standard Oil Co.--Toledo, Ohio .....	51
Sohio Oil Co (BP America)--Toledo, Ohio .....	87
Kerr-McGee Refining Co.--Wynnewood, Oklahoma .....	52
Sinclair Oil Corp.--Tulsa, Oklahoma .....	53
Sun Co. Inc.--Tulsa, Oklahoma .....	54
Total Petroleum Inc.--Ardmore, Oklahoma .....	55
Chevron USA, Inc.--Portland, Oregon .....	56
Atlantic Refining & Marketing Corp.--Philadelphia, PA .....	57
United Refining Co.--Warren, Pennsylvania .....	58
Mapco Petroleum Inc.--Memphis, Tennessee .....	59
Charter International Oil Co.--Houston, Texas .....	60
Chevron USA, Inc.--El Paso, Texas .....	61
Coastal Refining & Marketing, Inc.--Corpus Christi, Texas .....	88
Coastal States Petroleum Co.--Corpus Christi, Texas .....	62
Diamond Shamrock Corp.--Sunray, Texas .....	63
Exxon Co. USA--Baytown, Texas .....	64
Fina Oil and Chemical Co.--Big Spring, Texas .....	65
Fina Oil and Chemical Co.--Port Arthur, Texas .....	89
Hill Petroleum Co.--Houston, Texas .....	90
Shell Oil Co.--Deer Park, Texas .....	66
Star Enterprise--Port Arthur & Port Neches, Texas .....	91
Texaco Refining & Marketing Inc.--Port Arthur & Port Neches, Texas .....	67
Trifinery--Corpus Christi, Texas .....	92
Unocal Corp.--Nederland, Texas .....	68
Valero Refining Co.--Corpus Christi, Texas .....	69
Phillips 66 Co.--Woods Cross, Utah .....	70
Chevron USA Inc.--Seattle, Washington .....	71
Sound Refining, Inc.--Tacoma, Washington .....	72
US Oil and Refining Co.--Tacoma, Washington .....	73
Murphy Oil USA, Inc.--Superior, Wisconsin .....	74
Big West Oil Co.--Cheyenne, Wyoming .....	75
Little America Refining Co.--Casper, Wyoming .....	93
Sinclair Oil Corp.--Sinclair, Wyoming .....	76
Other .....	77

\* Taken from Oil and Gas Journal, March 20, 1989, pp. 72-89.

Table A.15 Asphalt Cement Modifier Codes

	<u>Code</u>
Stone Dust.....	.01
Lime.....	.02
Portland Cement.....	.03
Carbon Black.....	.04
Sulfur.....	.05
Lignin.....	.06
Natural Latex.....	.07
Synthetic Latex.....	.08
Block Copolymer.....	.09
Reclaimed Rubber.....	.10
Polyethylene.....	.11
Polypropylene.....	.12
Ethylene-Vinyl Acetate.....	.13
Polyvinyl Chloride.....	.14
Asbestos.....	.15
Rock Wool.....	.16
Polyester.....	.17
Manganese.....	.18
Other Mineral Salts.....	.19
Lead Compounds.....	.20
Carbon.....	.21
Calcium Salts.....	.22
Recycling Agents.....	.23
Rejuvenating Oils.....	.24
Amines.....	.25
Fly Ash.....	.26
Other.....	.27

Table A.16 Grades of Asphalt, Emulsified Asphalt, and  
Cutback Asphalt Codes

	<u>Code</u>
<b>Asphalt Cements</b>	
AC-2.5 .....	01
AC-5 .....	02
AC-10 .....	03
AC-20 .....	04
AC-30 .....	05
AC-40 .....	06
AR-1000 (AR-10 by AASHTO Designation) .....	07
AR-2000 (AR-20 by AASHTO Designation) .....	08
AR-4000 (AR-40 by AASHTO Designation) .....	09
AR-8000 (AR-80 by AASHTO Designation) .....	10
AR-16000 (AR-160 by AASHTO Designation) .....	11
200-300 pen .....	12
120-150 pen .....	13
85-100 pen .....	14
60-70 pen .....	15
40-50 pen .....	16
Other Asphalt Cement Grade .....	17
<b>Emulsified Asphalts</b>	
RS-1 .....	18
RS-2 .....	19
MS-1 .....	20
MS-2 .....	21
MS-2h .....	22
HFMS-1 .....	23
HFMS-2 .....	24
HFMS-2h .....	25
HFMS-2s .....	26
SS-1 .....	27
SS-1h .....	28
CRS-1 .....	29
CRS-2 .....	30
CMS-2 .....	31
CMS-2h .....	32
CSS-1 .....	33
CSS-1h .....	34
Other Emulsified Asphalt Grade .....	35
<b>Cutback Asphalts (RC, MC, SC)</b>	
30 (MC only) .....	36
70 .....	37
250 .....	38
800 .....	39
3000 .....	40
Other Cutback Asphalt Grade .....	99

Taken from MS-5, "A Brief Introduction to Asphalt," and Specification Series No. 2 (SS-2), "Specifications for Paving and Industrial Asphalts," both publications by the Asphalt Institute.

Table A.17 Maintenance and Rehabilitation Work Type Codes

	<u>Code</u>
Crack Sealing (linear ft.) .....	01
Transverse Joint Sealing (linear ft.) .....	02
Lane-Shoulder, Longitudinal Joint Sealing (linear ft.) .....	03
Full Depth Joint Repair Patching of PCC (sq. yards) .....	04
Full Depth Patching of PCC Pavement Other than at Joint (sq. yards) .....	05
Partial Depth Patching of PCC Pavement Other than at Joint (sq. yards) .....	06
PCC Slab Replacement (sq. yards) .....	07
PCC Shoulder Restoration (sq. yards) .....	08
PCC Shoulder Replacement (sq. yards) .....	09
AC Shoulder Restoration (sq. yards) .....	10
AC Shoulder Replacement (sq. yards) .....	11
Grinding/Milling Surface (sq. yards) .....	12
Grooving Surface (sq. yards) .....	13
Pressure Grout Subsealing (no. of holes) .....	14
Slab Jacking Depressions (no. of depressions) .....	15
Asphalt Subsealing (no. of holes) .....	16
Spreading of Sand or Aggregate (sq. yards) .....	17
Reconstruction (Removal and Replacement) (sq. yards) .....	18
Asphalt Concrete Overlay (sq. yards) .....	19
Portland Cement Concrete Overlay (sq. yards) .....	20
Mechanical Premix Patch (using motor grader and roller) (sq. yards) .....	21
Manual Premix Spot Patch (hand spreading and compacting with roller) (sq. yards) .....	22
Machine Premix Patch (placing premix with paver, compacting with roller) (sq. yards) .....	23
Full Depth Patch of AC Pavement (removing damaged material, repairing supporting material, and repairing) (sq. yards) ...	24
Patch Pot Holes - Hand Spread, Compacted with Truck (no. of holes) .....	25
Skin Patching (hand tools/hot pot to apply liquid asphalt and aggregate) (sq. yards) .....	26
Strip Patching (using spreader and distributor to apply hot liquid asphalt and aggregate) (sq. yards) .....	27
Surface Treatment, single layer (sq. yards) .....	28
Surface Treatment, double layer (sq. yards) .....	29
Surface Treatment, three or more layers (sq. yards) .....	30
Aggregate Seal Coat (sq. yards) .....	31
Sand Seal Coat (sq. yards) .....	32
Slurry Seal Coat (sq. yards) .....	33
Fog Seal Coat (sq. yards) .....	34
Prime Coat (sq. yards) .....	35
Tack Coat (sq. yards) .....	36
Dust Layering (sq. yards) .....	37
Longitudinal Subdrains (linear feet) .....	38
Transverse Subdrainage (linear feet) .....	39

Table A.17 Maintenance and Rehabilitation Work Type Codes  
(continued)

	<u>Code</u>
Drainage Blankets (sq. yards) .....	40
Well System .....	41
Drainage Blankets with Longitudinal Drains .....	42
Hot-Mix Recycled Asphalt Concrete (sq. yards) .....	43
Cold-Mix Recycled Asphalt Concrete (sq. yards) .....	44
Heater Scarification, Surface Recycled Asphalt Concrete (sq. yards) .....	45
Crack and Seat PCC Pavement as Base for New AC Surface (sq. yards) .....	46
Crack and Seat PCC Pavement as Base for New PCC Surface (sq. yards) .....	47
Recycled Portland Cement Concrete (sq. yards) .....	48
Pressure Relief Joints in PCC Pavements (linear feet) .....	49
Joint Load Transfer Restoration in PCC Pavements (linear feet) ...	50
Mill Off Existing Pavement and Overlay with AC (sq. yards) .....	51
Mill Off Existing Pavement and Overlay with PCC (sq. yards) .....	52
Other .....	53
Partial Depth Patching of PCC Pavement at Joints (sq. yards) .....	54

Table A.18. Maintenance location codes.

	<u>Code</u>
Outside Lane (Number 1) .....	01
Inside Lane (Number 2) .....	02
Inside Lane (Number 3) .....	03
All Lanes .....	09
Shoulder .....	04
All Lanes Plus Shoulder .....	10
Curb and Gutter .....	05
Side Ditch .....	06
Culvert .....	07
Other .....	08

Note: SHRP LTPP only studies outside lanes.

Table A.19 Maintenance Materials Type Codes

	<u>Code</u>
Preformed Joint Fillers .....	01
Hot-Poured Joint and Crack Sealer .....	02
Cold-Poured Joint and Crack Sealer .....	03
Open Graded Asphalt Concrete .....	04
Hot Mix Asphalt Concrete Laid Hot .....	05
Hot Mix Asphalt Concrete Laid Cold .....	06
Sand Asphalt .....	07
Portland Cement Concrete (overlay or replacement)	
Joint Plain (JPCP) .....	08
Joint Reinforced (JRCP) .....	09
Continuously Reinforced (CRCP) .....	10
Portland Cement Concrete (Patches) .....	11
Hot Liquid Asphalt and Aggregate (Seal Coat) .....	12
Hot Liquid Asphalt and Mineral Aggregate .....	13
Hot Liquid Asphalt and Sand .....	14
Emulsified Asphalt and Aggregate (Seal Coat) .....	15
Emulsified Asphalt and Mineral Aggregate .....	16
Emulsified Asphalt and Sand .....	17
Hot Liquid Asphalt .....	18
Emulsified Asphalt .....	19
Sand Cement (Using Portland Cement) .....	20
Lime Treated or Stabilized Materials .....	21
Cement Treated or Stabilized Materials .....	22
Cement Grout .....	23
Aggregate (Gravel, Crushed Stone or Slag) .....	24
Sand .....	25
Mineral Dust .....	26
Mineral Filler .....	27
Other .....	28

Table A.20. Recycling agent type codes.

	<u>Code</u>
RA 1.....	.42
RA 5.....	.43
RA 25.....	.44
RA 75.....	.45
RA 250.....	.46
RA 500.....	.47
Other.....	.48

Note: The recycling agent groups shown in this table are defined in ASTM D4552.

Table A.21. Anti-stripping agent type codes.

	<u>Code</u>
Permatac .....	01
Permatac Plus .....	02
Betascan Roads .....	03
Pavebond .....	04
Pavebond Special .....	05
Pavebond Plus .....	06
BA 2000 .....	07
BA 2001 .....	08
Unichem "A" .....	09
Unichem "B" .....	10
Unichem "C" .....	11
AquaShield AS4115 .....	12
AquaShield AS4112 .....	13
AquaShield AS4113 .....	14
Portland Cement .....	15
Hydrated Lime:	
Mixed Dry With Asphalt Cement .....	16
Mixed Dry with Dry Aggregate .....	17
Mixed Dry with Wet Aggregate .....	18
Slurried Lime Mixed with Aggregate .....	19
Hot Lime Slurry (Quick Lime Slaked and Slurried at Job Site) .....	20
No Strip Chemicals A-500 .....	21
No Strip Chemical Works ACRA RP-A .....	22
No Strip Chemical Works ACRA Super Conc. ....	23
No Strip Chemical Works ACRA 200 .....	24
No Strip Chemical Works ACRA 300 .....	25
No Strip Chemical Works ACRA 400 .....	26
No Strip Chemical Works ACRA 500 .....	27
No Strip Chemical Works ACRA 512 .....	28
No Strip Chemical Works ACRA 600 .....	29
Darakote .....	30
De Hydro H86C .....	31
Emery 17065 .....	32
Emery 17319 .....	33
Emery 17319 - 6880 .....	34
Emery 17320 .....	35
Emery 17321 .....	36
Emery 17322 .....	37
Emery 17339 .....	38
Emery 1765-6860.....	39
Emery 6886B .....	40
Husky Anti-Strip .....	41
Indulin AS-Special .....	42

Table A.21. Anti-stripping agent type codes (continued).

	<u>Code</u>
Indulin AS-1 .....	43
Jetco AD-8 .....	44
Kling .....	45
Kling Beta ZP-251 .....	46
Kling Beta L-75 .....	47
Kling Beta LV .....	48
Kling Beta 1000 .....	49
Kling Beta 200 .....	50
Nacco Anti Strip .....	51
No Strip .....	52
No Strip Concentrate .....	53
Redi-Coat 80-S .....	54
Redi-Coat 82-S .....	55
Silicone .....	56
Super AD-50 .....	57
Tap Co 206 .....	58
Techni H1B7175 .....	59
Techni H1B7173 .....	60
Techni H1B7176 .....	61
Techni H1B7177 .....	62
Tretolite DH-8 .....	63
Tretolite H-86 .....	64
Tretolite H-86C .....	65
Tyfo A-45 .....	66
Tyfo A-65 .....	67
Tyfo A-40 .....	68
Edoco 7003 .....	69
Other.....	70

Table A.22 Distress Types

	<u>Code</u>
<b>Asphalt Concrete Pavement</b>	
Alligator Cracking .....	01
Block Cracking .....	02
Edge Cracking .....	03
Longitudinal Cracking .....	04
Reflection Cracking .....	05
Transverse Cracking .....	06
Patch Deterioration .....	07
Potholes .....	08
Rutting .....	09
Shoving .....	10
Bleeding .....	11
Polished Aggregate .....	12
Raveling and Weathering .....	13
Lane Shoulder Dropoff .....	14
Water Bleeding .....	15
Pumping .....	16
Other .....	17
 <b>Portland Cement Concrete Pavement</b>	
Corner Breaks .....	20
Durability Cracking .....	21
Longitudinal Cracking .....	22
Transverse Cracking .....	23
Joint Seal Damage .....	24
Spalling .....	25
Map Cracking/Scaling .....	26
Polished Aggregate .....	27
Popouts .....	28
Punchouts .....	29
Blowouts .....	30
Faulting .....	31
Lane/Shoulder Dropoff .....	32
Lane/Shoulder Separation .....	33
Patch Deterioration .....	34
Water Bleeding/Pumping .....	35
Slab Settlement .....	36
Slab Upheavel .....	37
Other .....	38