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| LTPP SPS Project Deviation Report Project Summary Sheet | | State Code | <u>3 0</u> |
| | | Project Code | <u>0 1 0 0</u> |
| Project Classification Information | | | |
| SPS Experiment Number: 1 | | State or Province: Montana | |
| LTPP Region: | | <input type="checkbox"/> North Atlantic <input type="checkbox"/> North Central <input type="checkbox"/> Southern <input checked="" type="checkbox"/> Western | |
| Climate Zone: | | <input checked="" type="checkbox"/> Dry-Freeze <input type="checkbox"/> Dry-No Freeze <input type="checkbox"/> Wet-Freeze <input type="checkbox"/> Wet-No Freeze | |
| Subgrade Classification: | | <input type="checkbox"/> Fine Grain <input checked="" type="checkbox"/> Coarse Grain <input type="checkbox"/> Active (SPS-8 Only) | |
| Project Experiment Classification Designation(SPS 1, 2 and 8): U | | | |
| Construction Start Date: April 1998 | | Construction End Date: October 1998 | |
| Deviation Summary | | | |
| Site Location Deviations: | | <input checked="" type="checkbox"/> No Deviations <input type="checkbox"/> Minor Deviations <input type="checkbox"/> Significant Deviations | |
| Construction Deviations: | | <input type="checkbox"/> No Deviations <input checked="" type="checkbox"/> Minor Deviations <input type="checkbox"/> Significant Deviations | |
| Data Collection and Processing Status Summary | | | |
| Inventory Data (SPS 5,6,7,9): | | <input type="checkbox"/> Complete Submission <input type="checkbox"/> Incomplete <input type="checkbox"/> Data Not Available <input checked="" type="checkbox"/> N/A | |
| Materials Data: | | <input type="checkbox"/> All Scheduled Samples Obtained and Tested <input type="checkbox"/> Incomplete/No Test Data | |
| Construction Data: | | <input type="checkbox"/> All Required Data Obtained <input checked="" type="checkbox"/> Incomplete/Missing Data Elements | |
| Historical Traffic Data: | | <input type="checkbox"/> All Required Historical Estimates Submitted (SPS 5,6,7,9) <input type="checkbox"/> Required Estimates Not Submitted <input checked="" type="checkbox"/> N/A | |
| Traffic Monitoring Equipment: | | <input checked="" type="checkbox"/> WIM Installed On-Site <input type="checkbox"/> AVC Installed On-Site <input type="checkbox"/> ATR Installed On-Site <input type="checkbox"/> No Equipment Installed | |
| Traffic Monitoring: | | <input type="checkbox"/> Preferred <input checked="" type="checkbox"/> Continuous <input type="checkbox"/> Minimum <input type="checkbox"/> Below Minimum <input type="checkbox"/> Site Related | |
| Traffic Monitoring Data: | | <input checked="" type="checkbox"/> Monitoring Data Submitted <input type="checkbox"/> No Monitoring Data Submitted | |
| FWD Measurements: | | <input type="checkbox"/> Preconstruction Tests Performed <input checked="" type="checkbox"/> Construction Tests Performed <input checked="" type="checkbox"/> Post-Construction Tests Performed | |
| Profile Measurements: | | <input type="checkbox"/> Preconstruction Tests Performed <input checked="" type="checkbox"/> Post-Construction Tests Performed | |
| Distress Measurements: | | <input type="checkbox"/> Preconstruction Tests Performed <input checked="" type="checkbox"/> Post-Construction Tests Performed | |
| Maint. & Rehab. Data: | | <input type="checkbox"/> Complete Submission <input type="checkbox"/> Incomplete <input type="checkbox"/> Data Not Available <input checked="" type="checkbox"/> N/A | |
| Report Status | | | |
| Materials Sampling and Test Plan: | | <input type="checkbox"/> Document Prepared <input checked="" type="checkbox"/> Final Submitted to FHWA | |
| Construction Report: | | <input checked="" type="checkbox"/> Document Prepared <input type="checkbox"/> Final Submitted to FHWA | |
| AWS (SPS 1,2,&8): | | <input checked="" type="checkbox"/> AWS Installed <input checked="" type="checkbox"/> AWS Installation Report Submitted to FHWA <input type="checkbox"/> N/A | |

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| LTPP SPS Project Deviation Report Construction Guidelines Deviations | State Code <u>3 0</u> Project Code <u>0 1 0 0</u> |
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Comments Pertain to All Test Sections on Project
 Comments Pertain Only to Section(s): (Specify) 300116, 300117

Construction Guidelines Deviation Comments:

ALL SECTIONS

- Existing embankment layer was not completely removed as planned. Was removed to a depth of 0.30m. This has resulted in the presence of existing embankment material layer (which is A-1-A) in the pavement structure. The thickness of this layer varies from 0.0m to 0.4m
- Mean subgrade deflection exhibits a wide range of variability suggesting varying subgrade support.
- Section 300116: There were two soft spots due to excess moisture and clay pockets in the finished subgrade/embankment layer. The first soft spot was between section stations 5+00 and 5+25, extending 1.8m (6'0") right of centerline to 7.4m (24'0") left of centerline. The second spot was between section stations 5+40 to the beginning of transition between test sections. The extent of this soft spot was 1.5m (5'0") to the right of centerline to 7.4m (24'0") left of centerline. Both these soft spots were excavated to a depth of 0.9m (3'0"), class 2 geofabric was laid in the excavated area, backfilled with excess embankment (granular) material and compacted to Montana DOT's compaction specifications.
- Section 300117: Soft spot in finished subgrade/embankment layers between section stations 2+30 to station 2+70, extending from 1.8m (6'0") left of centerline to 5.6m (18'0") right of centerline. The soft spot was excavated to a depth of 0.45m (1'6"), backfilled with excess embankment material (granular) and compacted to Montana DOT's compaction specifications.

Comments Pertain to All Test Sections on Project
 Comments Pertain Only to Section(s): (Specify) 300121, 300122, 300115

Data Collection & Material Sampling and Testing Deviation Comments.

- Section 300121: First soft spot between stations 0+50 to 2+50, extending 1.8m (6'0") right of centerline to 6.0m (20'0") left of centerline. This spot was excavated to a depth of 0.9m (3'0") and backfilled with excess existing (granular) embankment material and compacted to Montana DOT's compaction specifications. Second soft spot between section stations 2+35 to 5+25 extending from the centerline to a depth of 0.75m (2'6") backfilled with select borrow material (granular) and compacted to Montana DOT's compaction specifications.

- Section 300122: A soft spot due to excess moisture and clay pockets between section station 2+56 to 3+00 extending from 2.8m (9'0") right of centerline to 6.4m (21'0") right of centerline. This spot was excavated to a depth of 0.45m (1'6") backfilled with excess existing (granular) embankment material and compacted to Montana DOT's compaction specifications.

- Section 300115: The plan thickness of Asphalt Treated Base (ATB) layer for section 300115 was 205mm (8 0"). The average as placed thickness is 231mm (9.1"), > 25.4mm of planned thickness.

