LTPP SPS Project Deviation Report Project Summary Sheet	State Code 32 Project Code 0100

Project Classification Information

SPS Experiment Number: 1	State or Province: NV

LTPP Region: Western ☐ North Atlantic ☐ North Central ☐ Southern ☒ Western

Climate Zone: ☒ Dry-Freeze ☐ Dry-No Freeze ☐ Wet-Freeze ☐ Wet-No Freeze

Subgrade Classification: ☐ Fine Grain ☒ Coarse Grain ☐ Active (SPS-8 Only)

Project Experiment Classification Designation (SPS 1, 2 and 8): T

Construction Start Date: 5/95	Construction End Date: 8/95

FHWA Incentive Funds Provided to Agency for this Project: ☒ Yes ☐ No

Deviation Summary

Site Location Deviations: ☒ No Deviations ☐ Minor Deviations ☐ Significant Deviations

Construction Deviations: ☐ No Deviations ☒ Minor Deviations ☒ Significant Deviations *

Data Collection and Processing Status Summary

Inventory Data (SPS 5,6,7,9): N/A ☐ Complete Submission ☐ Incomplete ☐ Data Not Available

Materials Data: ☐ All Scheduled Samples Obtained and Tested ☒ Incomplete/No Test Data *

Construction Data: ☐ All Required Data Obtained ☒ Incomplete/Missing Data Elements *

Historical Traffic Data: N/A ☐ All Required Historical Estimates Submitted (SPS 5,6,7,9) ☐ Required Estimates Not Submitted

Traffic Monitoring Equipment: ☒ WIM Installed On-Site ☑ AVC Installed On-Site ☐ ATR Installed On-Site ☐ No Equipment Installed

Traffic Monitoring: ☒ Preferred ☐ Continuous ☐ Minimum ☐ Below Minimum ☐ Site Related

Traffic Monitoring Data: ☐ Monitoring Data Submitted ☒ No Monitoring Data Submitted

FWD Measurements: ☐ Preconstruction Tests Performed ☒ Construction Tests Performed ☒ Post-construction Tests Performed (NDOT FWD)

Profile Measurements: ☐ Preconstruction Tests Performed ☒ Post-construction Tests Performed

Distress Measurements: ☐ Preconstruction Tests Performed ☒ Post-construction Tests Performed

Maint. & Rehab. Data: N/A ☐ Complete Submission ☐ Incomplete ☐ Data Not Available *

Friction Data: ☐ Complete Submission ☐ Incomplete ☒ Data Not Available *

Report Status

Materials Sampling and Test Plan: ☐ Document Prepared ☒ Final Submitted to FHWA

Construction Report: ☒ Document Prepared ☐ Final Submitted to FHWA

AWS: (SPS 1, 2, & 8) ☐ AWS Installed ☒ AWS Installation Report Submitted to FHWA

 Preparer Marco Fellin Date 5/17/96

LTPP SPS Project Deviation Report Site Location Guidelines Deviations	State Code 32 Project Code 01 00

☐ Comments Pertain to All Test Sections on Project
☐ Comments Pertain Only to Section(s): (Specify) _____

Site Location Guideline Deviation Comments

 Preparer Marco Fellin Date 5/17/96

LTPP SPS Project Deviation Report Construction Guidelines Deviations	State Code 32 Project Code 0100

☐ Comments Pertain to All Test Sections on Project
☒ Comments Pertain Only to Section(s): (Specify) 320104, 320106, 320107–320112.

Construction Guidelines Deviation Comments

- Prior to paving upper layers, construction traffic driving on the PATB caused rutting which was especially severe near the edge drains.
- Section 320104 had a construction joint in the ATB at Station 78+70 of the 2nd lift. (of 4 lifts.)
- Section 320106 had an 8.8" average ATB thickness, specified was 8.0".

ALL SECTIONS:

- Subgrade was lime treated to a depth of 12". Embankment of 42" was then placed on the section
- An AC-20P was used in the surface course.

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LTPP SPS Project Deviation Report Data Collection and Materials Sampling and Testing Deviations	State Code 32 Project Code 0100

☒ Comments Pertain to All Test Sections on Project
☐ Comments Pertain Only to Section(s): (Specify) _____

Data Collection & Material Sampling and Testing Deviation Comments

NO RESULTS RECEIVED FROM EITHER NDOT OR THE FHWA TESTING LAB WE ANTICIPATE NDOT RESULTS BEFORE END OF 1996.

MOST CONSTRUCTION DATA IS REPORTED, HOWEVER STILL WAITING FOR DATA FROM NDOT CONCERNING ELEVATION SURVEYS AND MATERIAL QA RESULTS.

 Preparer Marco Fellin Date 5/17/96

LTPP SPS Project Deviation Report Other Deviations	State Code 32 Project Code 0100

☒ Comments Pertain to All Test Sections on Project
☐ Comments Pertain Only to Section(s): (Specify) _____

Other Deviation Comments

- FWD deflection averages and Standard Deviations on the Lime Treated Subgrade in Sections 320101-320106 were noticably higher than in Sections 320107-320112.
- The DGAB in Section 320109 had a significantly higher FWD average and Standard deviation in the midlane than the other sections, even though it was the thickest DGAB layer.
- The DGAB in the OWP of Section 320105 had the highest FWD average and Standard deviation of the 4" DGAB sections possibly due to the variable subgrade in this section
- During Construction FWD measurements completed by NDOT using their calibrated Dynatest FWD.
- Two way traffic during first three months.

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