



LTPP North Central Regional Office

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June 27, 2001

Mr. Jack Springer, HRDI-13
FHWA-LTPP
Turner-Fairbank Highway Research Center
6300 Georgetown Pike
McLean, Virginia 22101-2296

Re: Construction Report Status

Dear Mr. Springer,

I have enclosed a copy of the construction reports for the SPS-9A projects near Hatley, Wisconsin (55C900) and Greenfield, Indiana (18A900). The report for the other SPS-9 project in Indiana will be completed in the near future, and sent to you as it becomes available. Construction reports for the Michigan (SPS-1) and Indiana (SPS-6) sites are incomplete at this time. Drilling dates for the Indiana SPS-6 site are anticipated this summer, and testing data are expected from Michigan SPS-1 site as well. Final submittal of reports for these projects will be delayed until additional data are provided by the agencies.

Please let me know if you have any comments or questions concerning these reports. You may contact me at 217/356-4500.

Sincerely,

Brenda B. Mehnert
ERES Division of ARA, Inc.

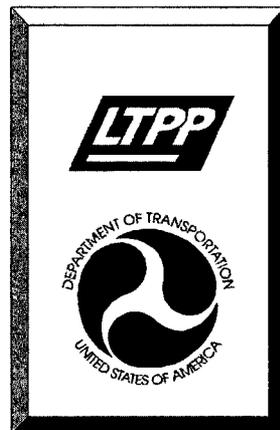
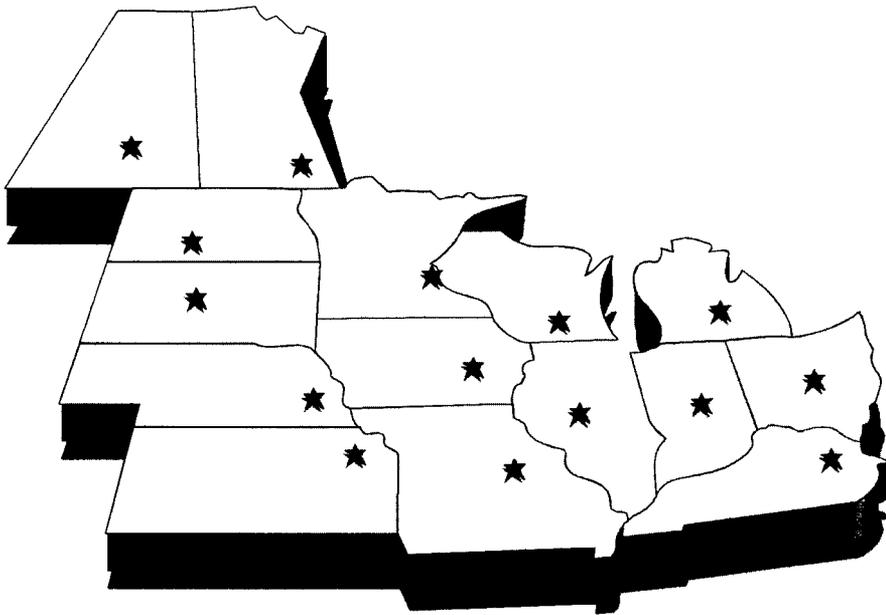
Enclosures:

cc: M. Symons (FHWA-COTR)
J. Jiang (LTPP-DATS)

Construction Report for Indiana SPS-9A

DTFH61-96-C-00013

June 27, 2001



**SPS-9A Construction Report
I-70 Eastbound
Hancock County, Indiana
Near Greenfield, Indiana**

Sections 18A901, 18A902, 18A903, 18A959, 18A960 & 18A961

**Federal Highway Administration
LTPP Division
North Central Region**

Report Prepared By:
Brenda B. Mehnert

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June 27, 2001

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- ATTACHMENT A PROJECT LOCATION
- ATTACHMENT B SITE LAYOUT
- ATTACHMENT C MONITORING EQUIPMENT
- ATTACHMENT D MATERIAL SAMPLING AND TESTING PLAN
- ATTACHMENT E LAYER DESCRIPTION AND THICKNESS FOR EACH SECTION
- ATTACHMENT F PROJECT DEVIATION REPORTS

1 Project Overview

One of the goals of the Strategic Highway Research Program (SHRP) SPS-9A project investigates the further development and refinement of performance-based specifications for SUPERPAVETM asphalt binder and asphalt-aggregate mixtures. Designing asphalt concrete mixes tailored to the specific requirements of a project, based on established performance factors is referred to as SUPERPAVETM (Superior Performance Pavement). This SPS-9A is the first part of a multistage approach to the SPS-9 experiment, Field Validation of the SHRP Asphalt specifications and Mix Design.

The objectives of the SPS-9A study are as follows:

- To further validate the performance based asphalt and asphalt aggregate mixture specifications through controlled field experiments
- To allow direct comparison of asphalt mixtures designs using Agency procedures and the newly developed SHRP procedures
- To provide performance data collected over the long term from controlled field experiments and to provide for modification of specifications at the local, regional or national level
- To provide data for SUPERPAVETM models refinement and modifications
- To provide training and assistance to Agency personnel in binder characterization procedures, the mix design process and establish the practicality of implementing the SUPERPAVETM system

Validation of the SHRP binder specifications is achieved by evaluating the performance at different SHRP asphalt grades at a site and monitoring volumetric and binder stiffness changes over time. The factorial developed ensures that a full range of materials and environmental conditions will be evaluated. The evaluation of innovative asphalt pavement materials also requires in-service testing under actual traffic and climate conditions.

This report summarizes the “as-built” pavement layers of the Indiana 18A900 site consisting of 3 SHRP test sections and 3 supplemental test sections. The supplemental test sections investigated other factors concerning use of Recycled Asphalt Pavement (RAP), low temperature cracking, and rutting. Construction started in mid-June 1997 and completed by late July 1997. Field tests were performed, and laboratory samples obtained and analyzed at different stages of construction from each test section. All samples are taken from the outer lane.

1.1 Experiment Cell

The Indiana SPS-9 experiment is located in the wet-freeze environmental zone. Annual precipitation at this site is greater than 635 mm. The average 7-day maximum pavement design temperature is 64°C. The minimum pavement design temperature is -28°C.

The reconstruction project involved milling off the existing asphalt concrete, crack and seating the joint reinforced concrete pavement (JRCP) exposed after milling the AC and overlaying with asphalt concrete.

1.2 Project Location

The Indiana SPS-9A project is located on the eastbound lanes of Interstate-70 in Hancock County, Indiana, just east of Indianapolis. This project site starts from 0.15 km east of Sugar Creek to 0.65 km east of Brandywine Creek near Greenfield, Indiana. Attachment A is a project location map.

1.3 Project Layout

The Hancock County SPS-9A site is 2.5 km long and incorporates 3 SHRP sections and 3 supplemental test sections. The monitoring sections are 152.4 m long and have 76.2-m long coring sections on either side of the monitoring section. There is a 115-m long transition zone between the test sections. Attachment B contains the test section layout and summarizes the AC thickness and layer descriptions.

1.4 Roadway and Traffic Characteristics

This 4-lane divided section of Interstate 70 is located near Greenville, Indiana. Table 1 shows traffic data submitted in the nomination form for this site.

Table 1 Traffic data for Indiana SPS-A9.

Annual average daily traffic, two way (1996)	68,150 vehicles
% heavy trucks and combinations (of AADT)	42%
1996 est. 18K ESAL rate in study lane (1000 ESAL/yr)	2,156
Total design 18K ESAL applications in design lane	58,024,083 ESAL
Design Period (years)	20
Legal speed	70 miles per hour

The test sections are located on a 0.7% downgrade and horizontal tangent. The shortest transition between test sections is 116 m. The outside shoulder is asphalt concrete and is 3.0 m wide. There are subsurface edge drains in all sections. All test sections are in fill.

1.5 Limits of Test Sections

Table 2 shows the limits of the test sections at the SPS-9A site. Each test section includes a monitoring section of 152.4 m and 76.2 m at each end of the monitoring section to be used as sampling areas. All test sections have a 3.6-m wide lane.

Table 2 Limits of Indiana SPS-9A test sections

Test Section #	300-m Test Section		152.4 -m Monitoring Section	
	Beginning Station	End Station	Beginning Section	End Station
18A901	19+525	19+825	19+600	19+752.4
18A902	19+940	20+240	20+015	20+167.4
18A903	20+355	20+655	20+430	20+582.4
18A959	20+770	21+070	20+845	20+997.4
18A960	21+185	21+485	21+260	21+412.4
18A961	21+600	21+900	21+675	21+827.4

1.6 Weather Monitoring

There was a weather station located at station 21+075 that was monitored by Purdue University Attachment C includes a schematic of the weather station design No automatic weather station (AWS) unit was constructed at this site

1.7 Traffic Monitoring

A weight-in-motion system (WIM) located 6 km east of the site was used to monitor traffic As of this date, no information regarding the type of equipment, manufacturer or traffic data is available

1.8 Personnel

North Central Regional Coordination Office:

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5342 Elmwood Ave
Indianapolis, IN (317) 781-1030

1.9 Known Deviations from Guidelines

Attachment F contains project deviation reports filled out during and after construction

1.10 Summary of Key Construction Equipment

The construction equipment that was used to place the asphalt concrete overlay included the following

- 11-axle loaded flatboy
- Flowboy
- Windrower Elevator
- Asphalt Paver--Blaw Knox (PF-3180)
- Ingersoll-Rand DD-110 Static Double Drum Vibrator Roller
- RoadTec SB-2500-pick-up machine
- Static Roller (C350D)
- Tandem haul vehicles (dump trucks)
- Gencor asphalt plant

2 Project Details

Construction for this test section began in late early June 1997 and was completed by mid July 1997. The Indiana SPS-9A test site consists of 3 test sections and 3 supplemental sections. Purdue University researcher, Dr. Jan Olek, has been instrumental in the development, testing and research associated with this site. Research results have been presented to the Indiana Department of Transportation, and FHWA, as well other researchers.

2.1 Design Features

Table 3 summarizes the layer thickness for each section. Subsurface edge drains were located in all the sections.

Table 3 Summary of the "as built" material and thickness for the 18A900 sections

Test Section Number	AC Surface Thickness (mm) & Material	AC Binder Thickness (mm) & Material
18A901	46 mm AC-20	114 mm AC-20
18A902	48 mm PG64-28	124 mm PG64-28
18A903	46 mm PG58-28	112 mm PG58-28
18A959	48 mm PG64-28	119 mm PG64-28
18A960	46 mm PG70-28	117 mm PG70-28
18A961	43 mm PG64-16	122 mm PG64-16

2.2 Material Sampling and Testing

Locations of material sampling and field-testing for each layer are given in Attachment D. LTPP sampling field testing procedures have been developed specifically for the SHRP program. All activities were performed in accordance with these guidelines unless noted in Attachment E. Samples for laboratory testing were sent to Indiana Department of Transportation. Samples for long-term storage were obtained from the asphalt concrete based layers and sent to the Material Research Laboratory (MRL) in Austin, TX.

The material sampling plan also called for material testing at different time intervals. Table 4 shows time interval core testing of the AC material and the date completed.

Table 4 Summary of interval core testing completed and date of completion.

Time interval of AC core sampling	Date Completed
@ time 0 after construction	8/29/1997
@ time 8 months after construction	4/29/1998
@ time 12 months after construction	8/29/1999
@ time 18 months after construction	3/29/1999
@ time 24 months after construction	8/29/2000

2.3 Construction Activities

This SPS-9A reconstruction project involved milling the AC overlay then rubblizing the existing 9 inch JRCP and overlaying 6-304.8 m sections of pavement with varying thickness of SUPERPAVE™ material and Indiana DOT specified material as shown in Table 3

Asphalt Concrete Plant

The asphalt concrete plant used was a drum mix from Gencor plant located a haul distance of 16 km from the test site

Asphalt Paving

A Blaw Knox (PF-3180) starting on July 18, 1997 performed the paving. Field notes indicate the paved sections had a tapered thickness, decreasing toward the shoulder from the centerline. No other details are available regarding the width of paving or the longitudinal joint.

For the IN DOT section 18A901, the laydown minimum temperature was 135°C, with a mean of 136°C. Breakdown compaction was performed using an Ingersoll-Rand double-drum vibrator roller (DD-110) with a minimum of 3 coverages. A final compaction of the 160-mm lift was performed using the same equipment. The air temperature during construction of 18A901 was 23°C. Air temperatures for the other sections averaged 28°C.

2.4 Initial Performance

One year after construction (7/15/1998), the pavement was performing well and no distresses were found. A manual survey was completed in February 2001, two and a half years after construction. Transverse and longitudinal cracking were the predominant distresses at that time. The control section (18A901) has the least amount of cracking. While sections 18A960 and 18A961 with the SUPERPAVE™ PG70-28 and PG64-16, respectively, had the largest amount of longitudinal and transverse cracking. The manual distress survey from February 2001 is summarized in table 5.

Table 5. Summary of distress from February 2001 manual survey

Test Section Number	Distress measurements (meters)	Severity L-low M-medium H-high	Type of Distress
18A901	3.7	L	Transverse cracking
	10.4	M	Transverse cracking
18A902	27.5	L	Longitudinal cracking, non-wheel path
	61	M	Longitudinal cracking, non-wheel path
	3.7	L	Transverse cracking
18A903	14	L	Longitudinal cracking, non-wheel path
	138.5	M	Longitudinal cracking, non-wheel path
18A959	73	L	Longitudinal cracking, non-wheel path
	70	M	Longitudinal cracking, non-wheel path
	3.2	L	Transverse cracking
18A960	63	L	Longitudinal cracking, wheel path
	26.5	L	Longitudinal cracking, non-wheel path
	113.8	M	Longitudinal cracking, non-wheel path
	39.4	L	Transverse cracking
	45.8	M	Transverse cracking
	7.4	H	Transverse cracking
18A961	112.9	L	Longitudinal cracking, wheel path
	152.5	M	Longitudinal cracking, non-wheel path
	3	L	Transverse cracking
	24.2	M	Transverse cracking

Attachment A
Project Location

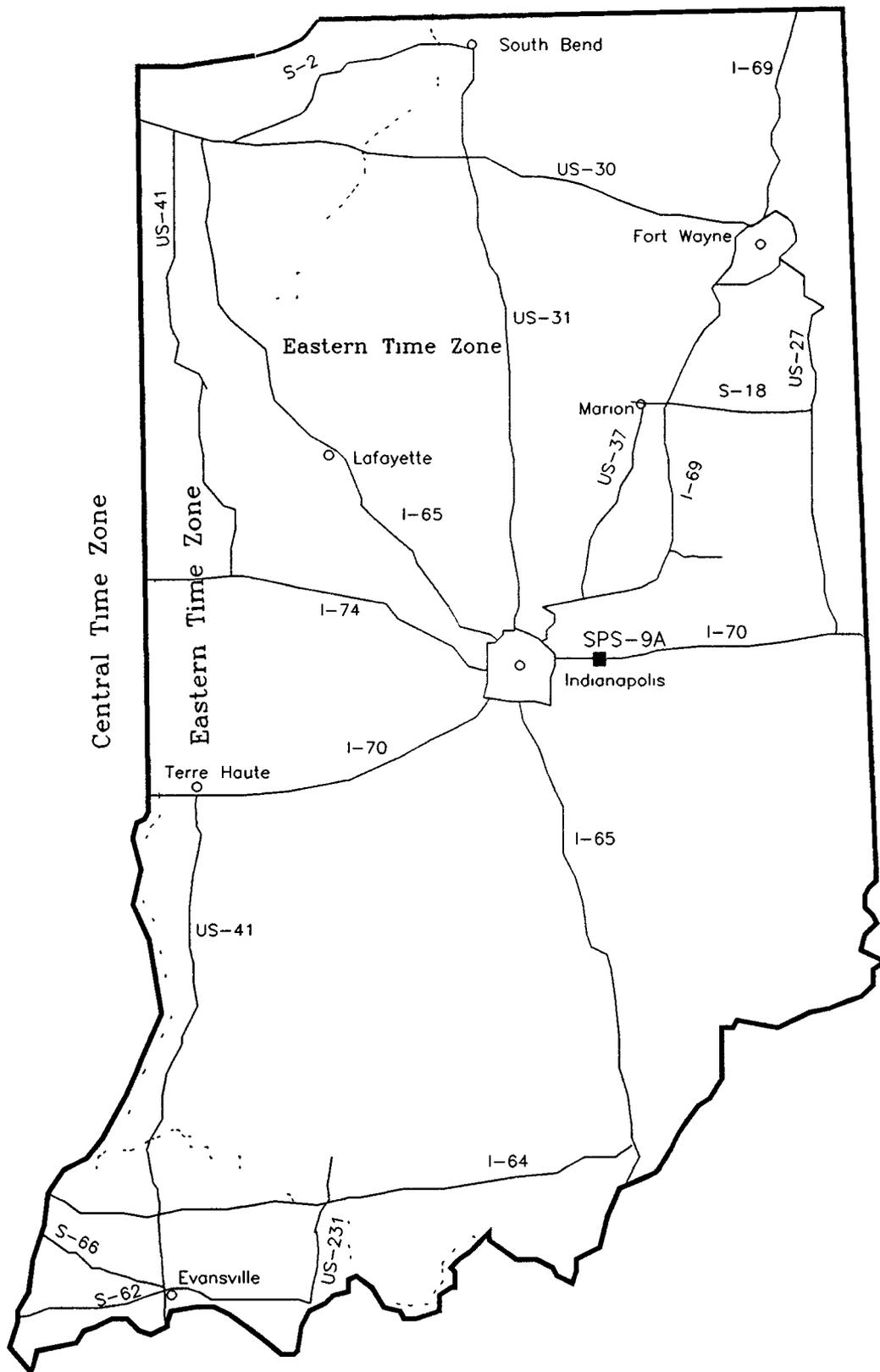


Figure A-1. General Project Location for 18A900.

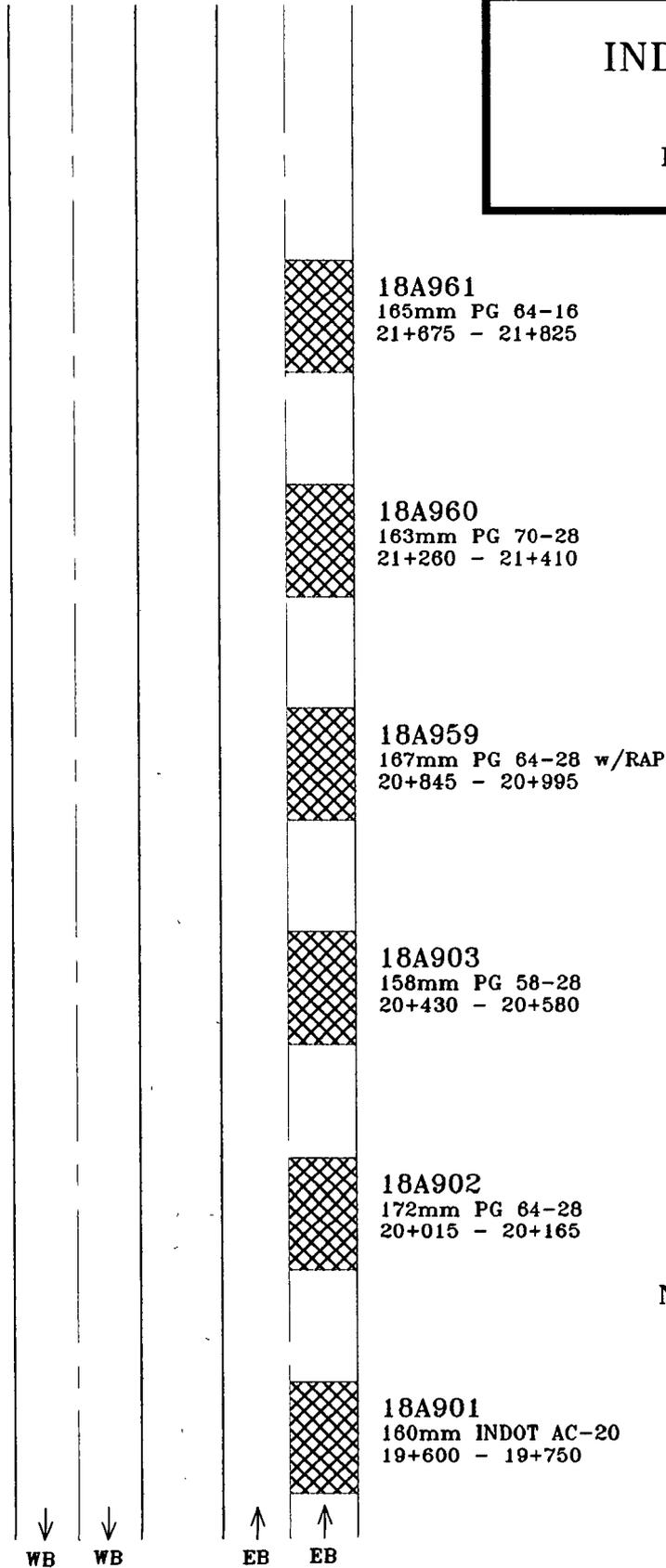
Attachment B

Site Layout

INDIANA SPS-9A

I-70 EB
Hancock County

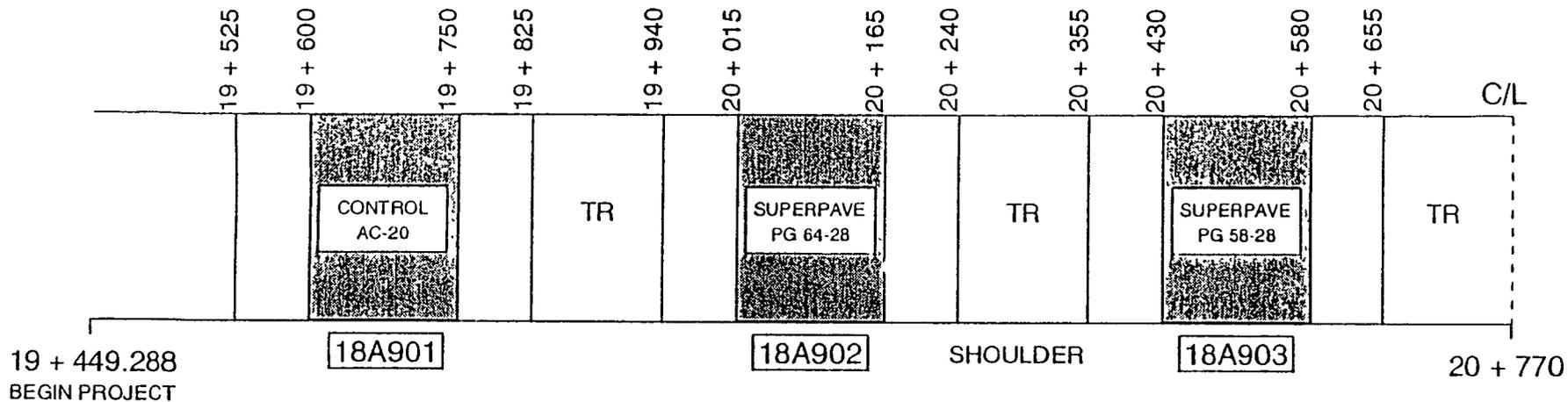
← North —



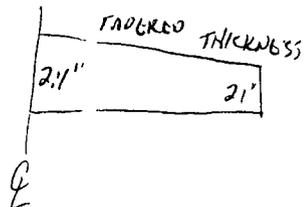
Note: WIM located approximately 6 km
East of experiment location.
Mill existing overlay (approx. 114 mm)
Crack and seat JRC (approx. 254 mm)

Figure B-1 Test site layout for 18A900.

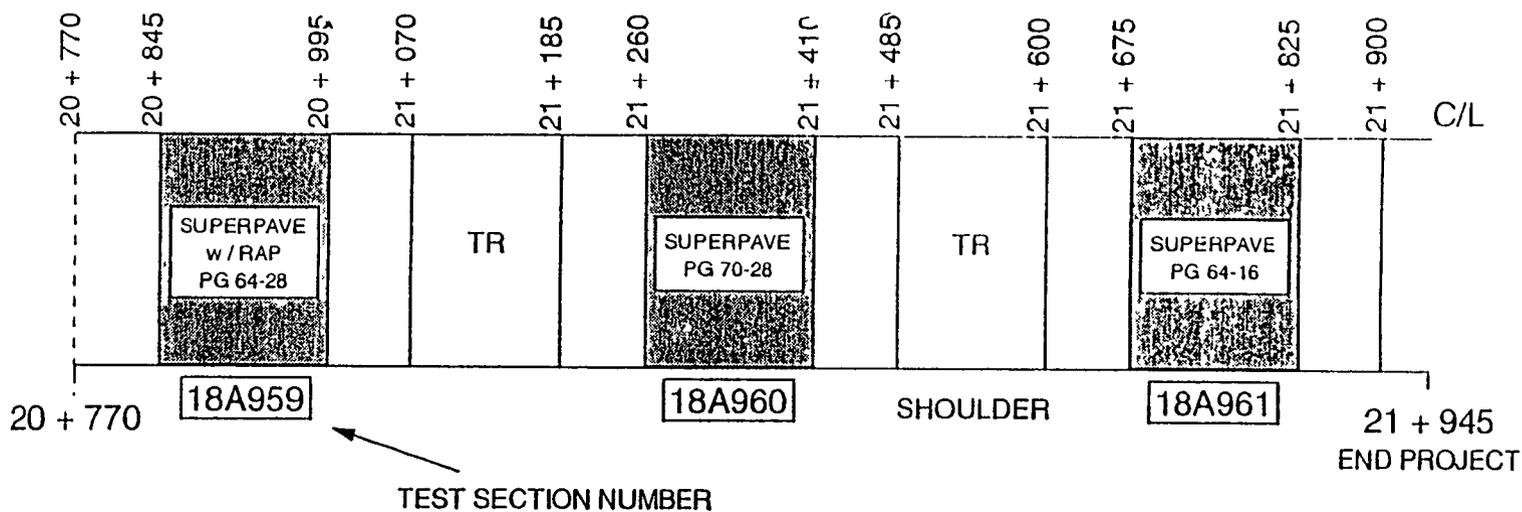
RAI DIR



TRAFFIC DIRECTION →



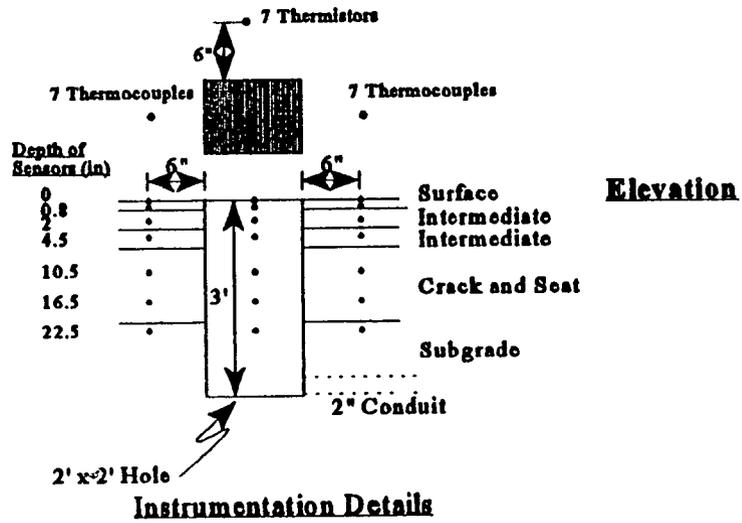
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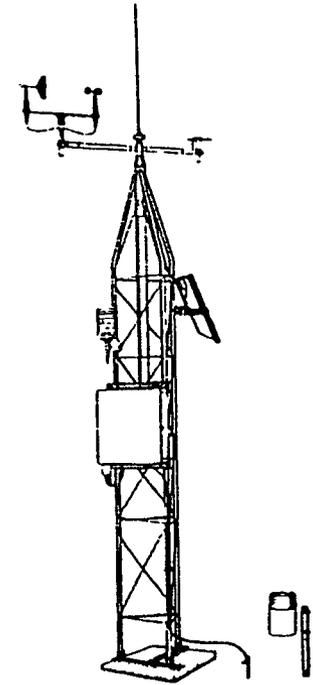
NOTE: SHADED AREA INDICATES 150 m MONITORING PORTION OF EACH 300 m TEST SECTION

Design Features of Test Sections.

Attachment C
Monitoring Equipment



Elevation



UT3 Weather Station

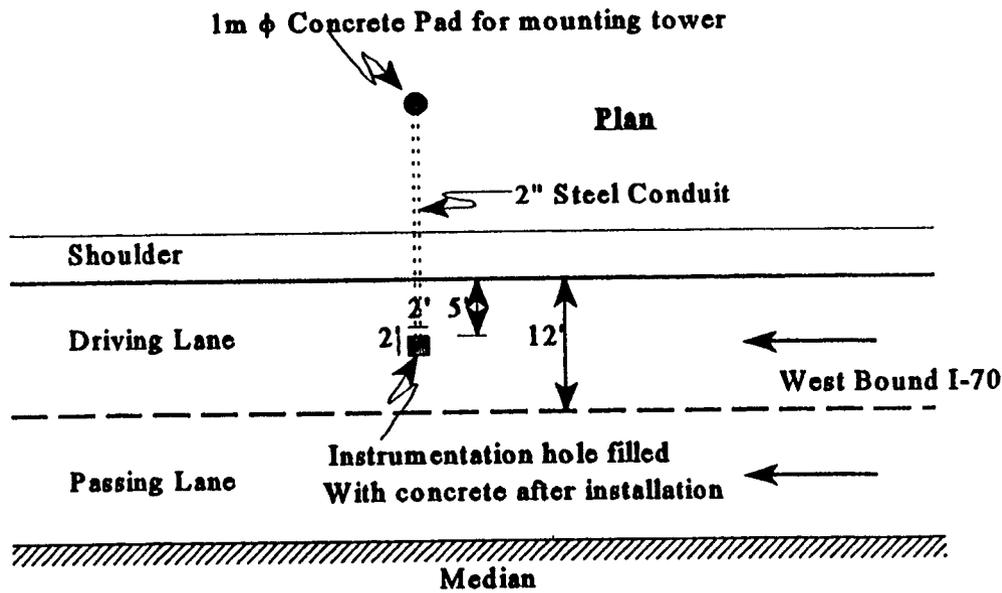
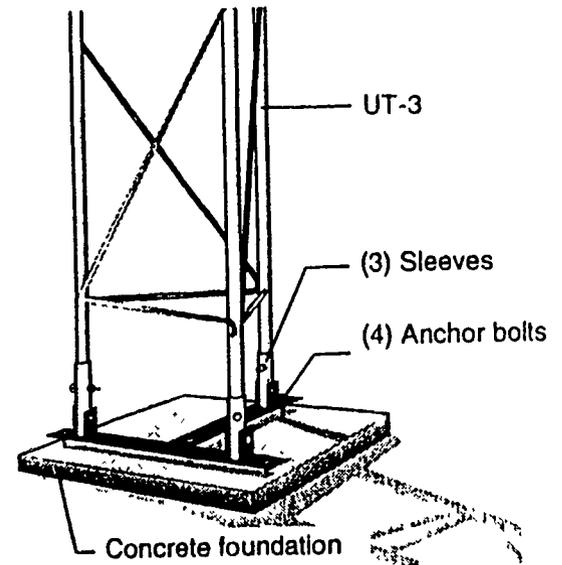


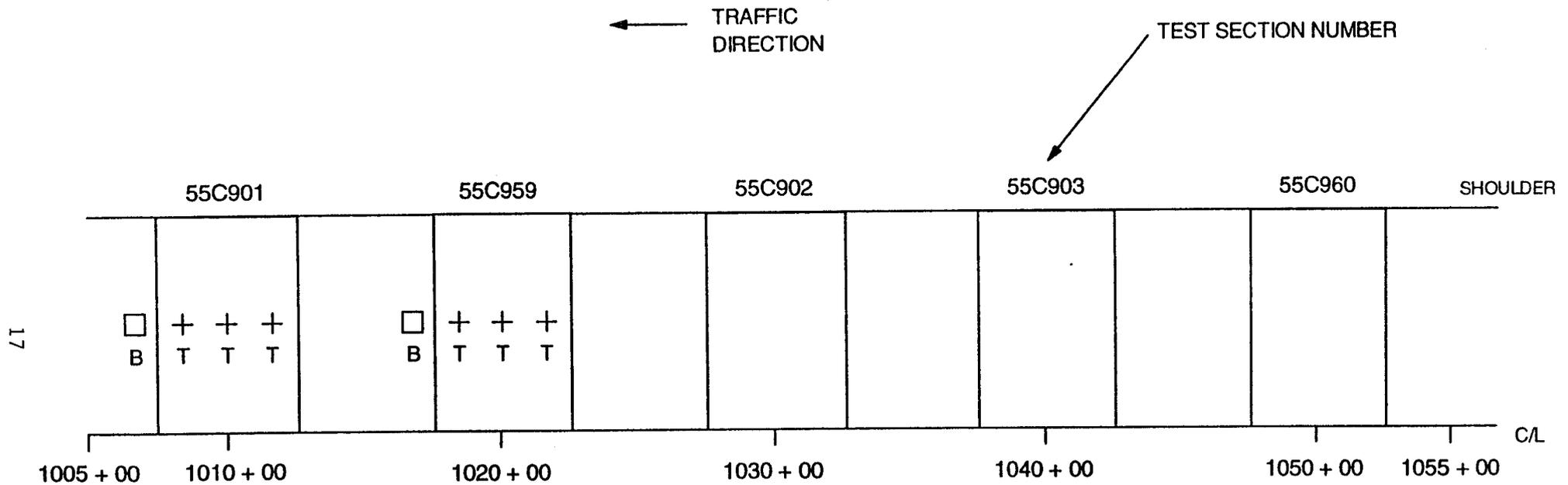
Figure 1.



UT3 Tower and Concrete Foundation

REV. 3-5-97

Attachment D
Material Sampling and Testing Plan



LEGEND

- + LOCATION OF FIELD NUCLEAR MOISTURE/DENSITY TESTING
- BULK SAMPLING LOCATION - 55 lb

NOTES

1. CONDUCT ELEVATION MEASUREMENTS ON SECTIONS 55C901 AND 55C959.

Figure 4. Overview of Sampling and Testing Plan for Embankment (Fill).

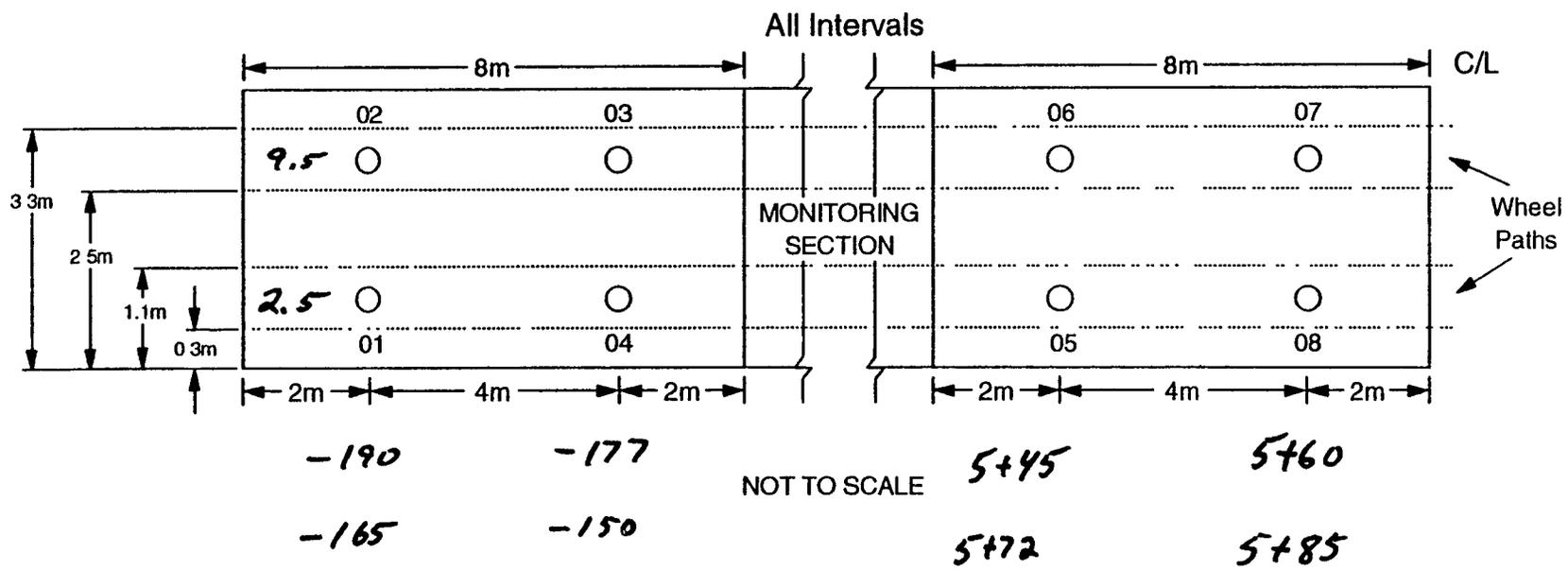
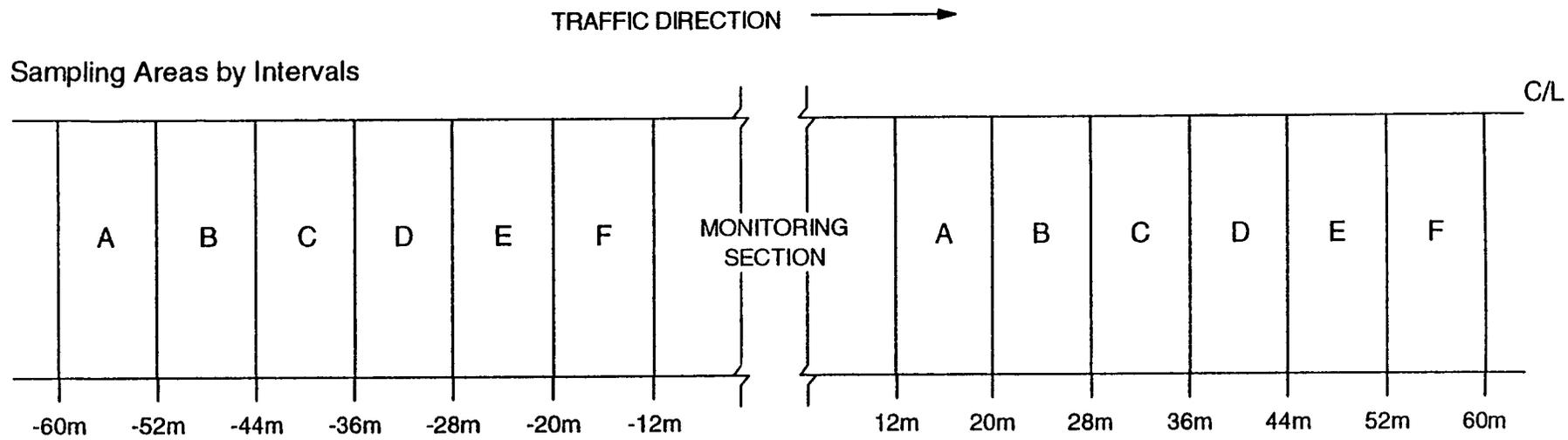
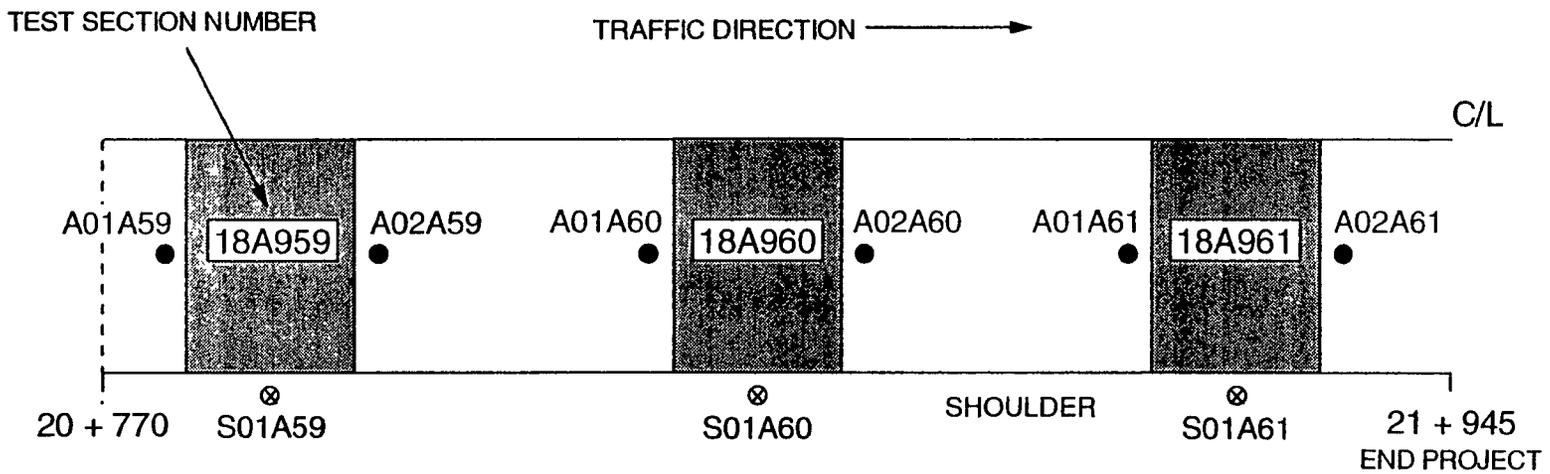
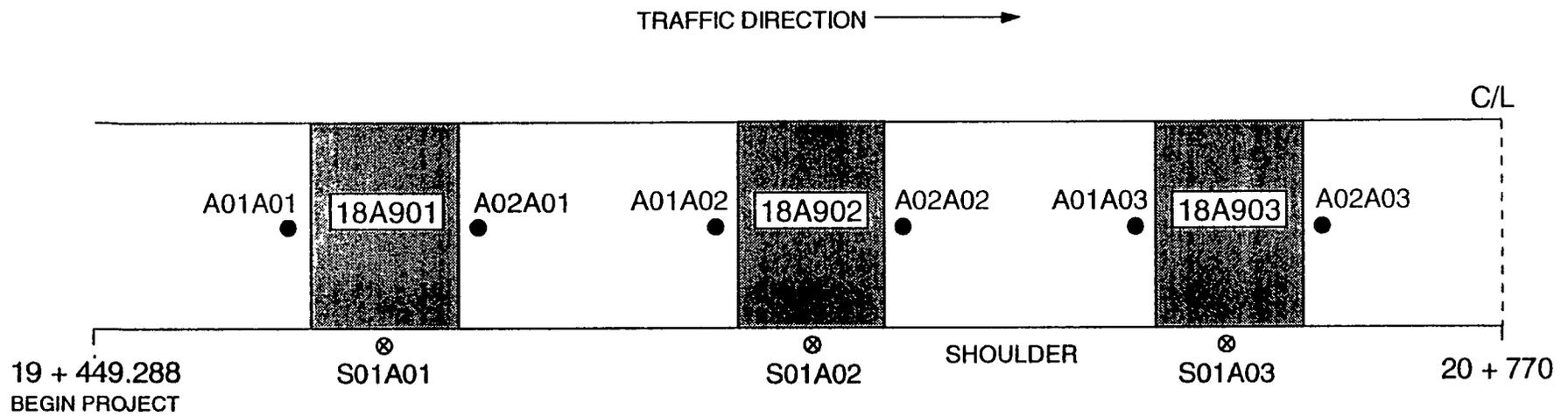


Figure 11. Core Locations for SPS-9A Test Sections.

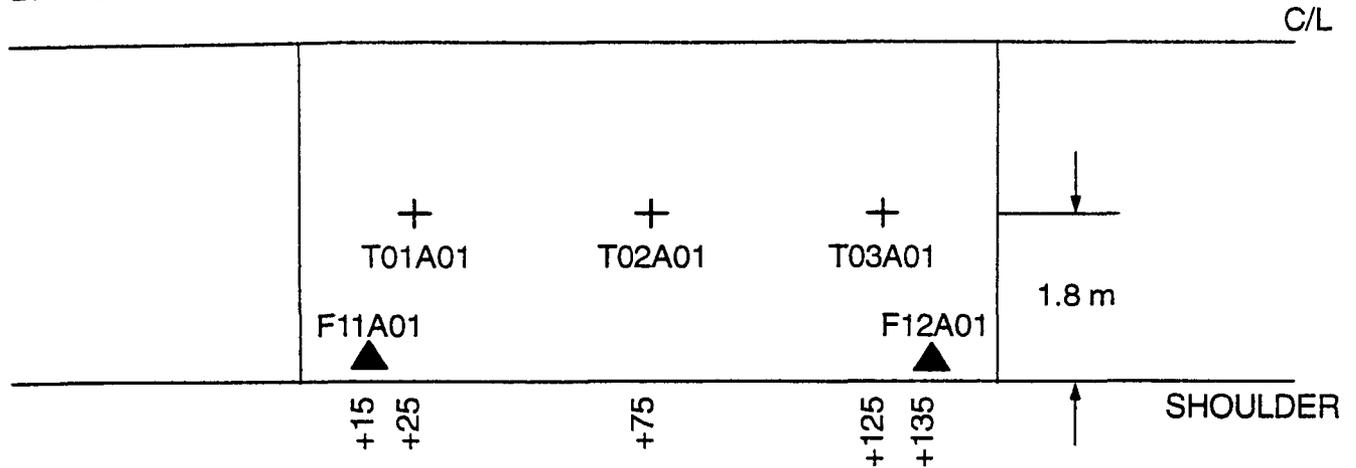


LEGEND

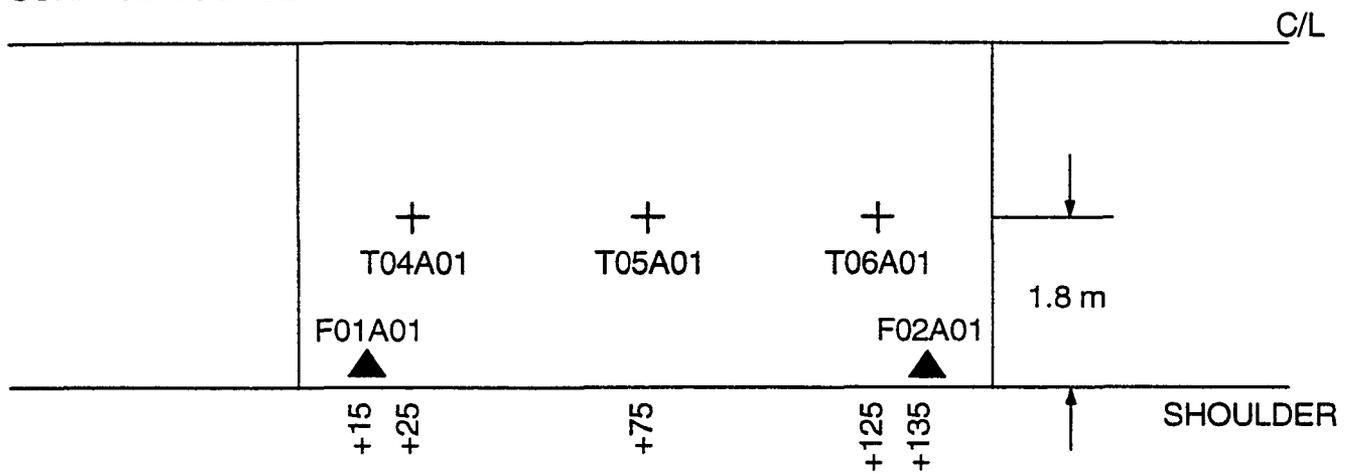
- A-TYPE CORE LOCATION - 152 mm DIA CORE OF PCC, AUGER SAMPLES OF BASE AND SUBGRADE
- ⊗ SHOULDER AUGER PROBE TO 6 m BELOW SURFACE

Figure 3. Pre-Construction Sampling.

BINDER COURSE



SURFACE COURSE



LEGEND

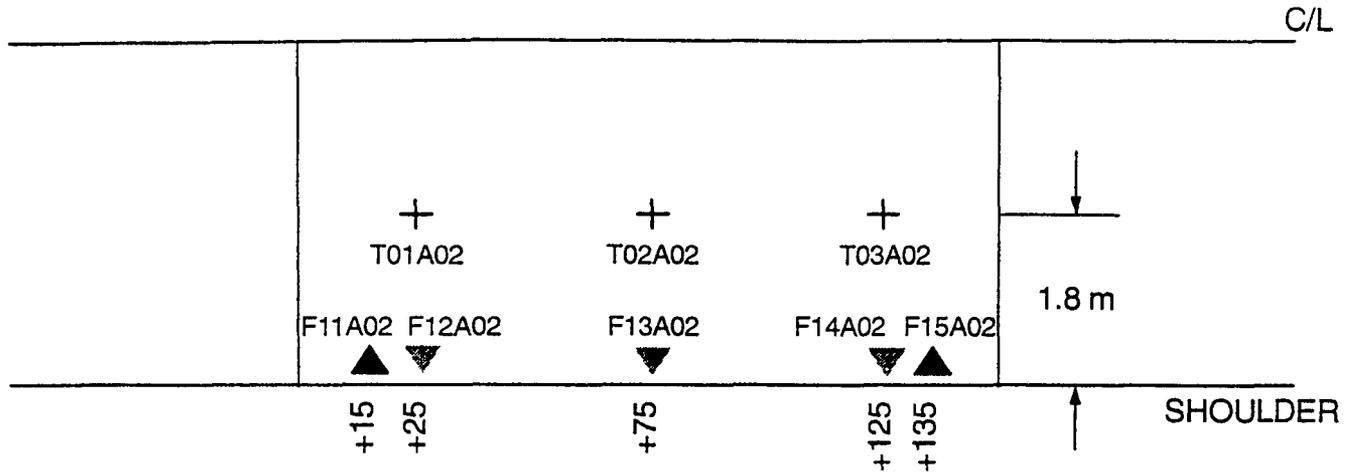
- ▲ BULK SAMPLE LOCATION (25 kg)
- + DENSITY TEST LOCATION

NOTES

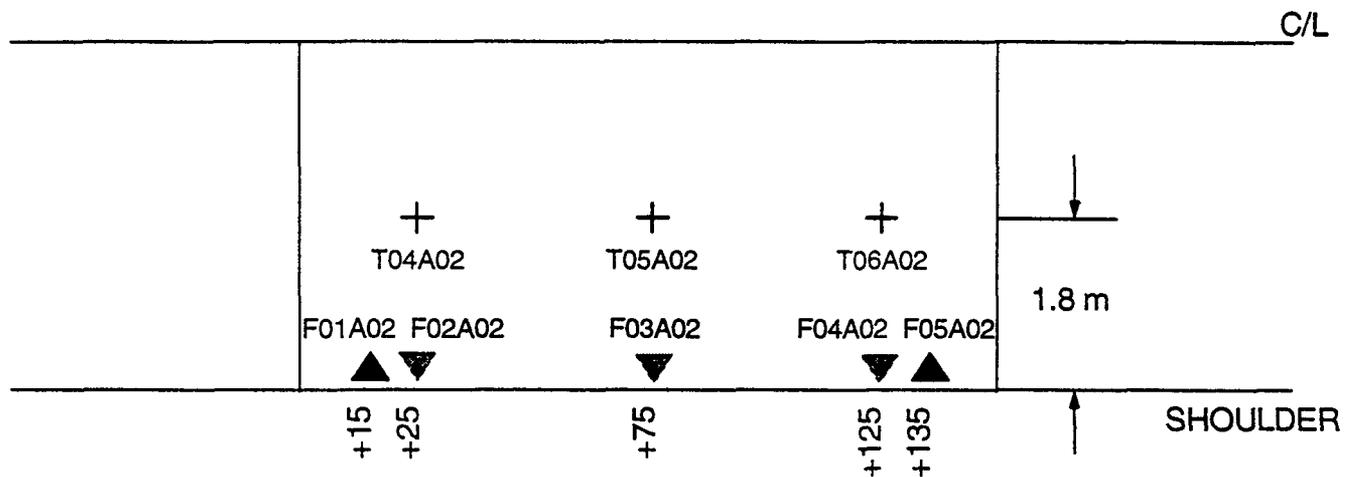
1. CONDUCT ELEVATION MEASUREMENTS ON CRACKED AND SEATED PCC SURFACE AND THE FINAL LIFT OF EACH COURSE.
2. CONDUCT DENSITY MEASUREMENTS ON FINAL LIFT OF EACH COURSE.
3. OBTAIN BULK SAMPLES ON FINAL LIFT OF EACH COURSE AT LOCATION SHOWN WITHIN STUDY LANE EITHER FROM HAUL VEHICLES OR AT THE PAVER.

Figure 4. Construction Sampling and Testing - 18A901.

BINDER COURSE



SURFACE COURSE



LEGEND

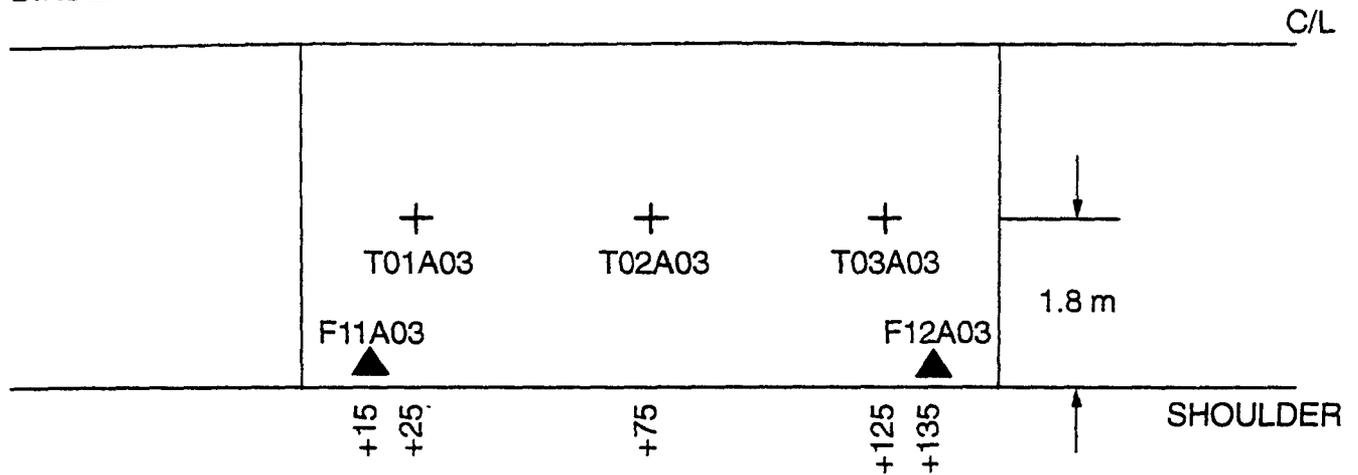
- ▲ BULK SAMPLE LOCATION (25 kg)
- ▼ BULK SAMPLE LOCATION (100 kg)
- + DENSITY TEST LOCATION

NOTES

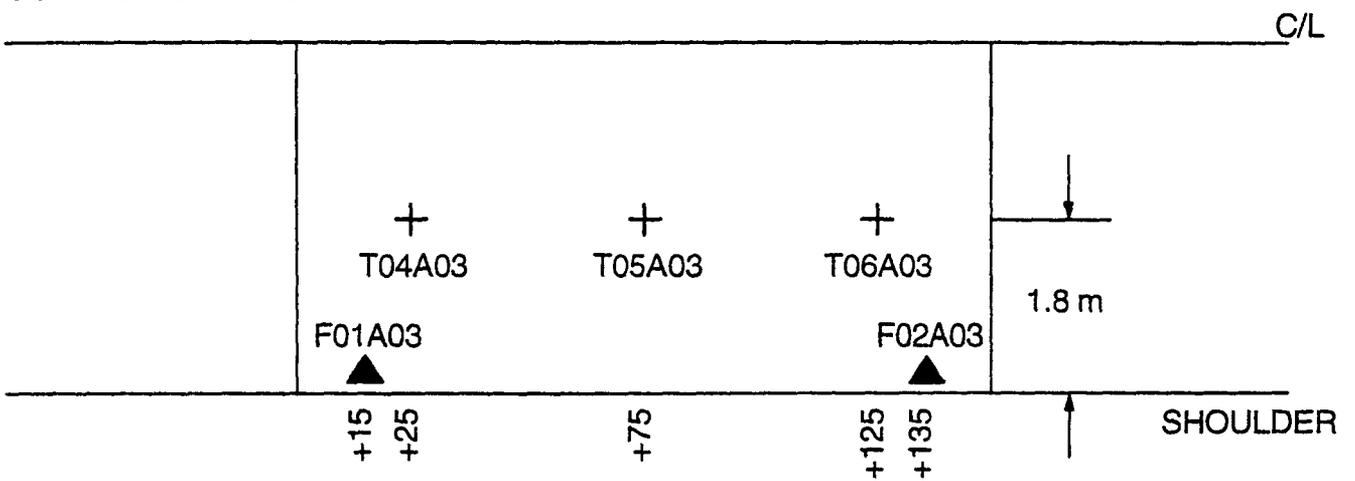
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2. CONDUCT DENSITY MEASUREMENTS ON FINAL LIFT OF EACH COURSE.
3. OBTAIN BULK SAMPLES ON FINAL LIFT OF EACH COURSE AT LOCATION SHOWN WITHIN STUDY LANE EITHER FROM HAUL VEHICLES OR AT THE PAVER.

Figure 5. Construction Sampling and Testing - 18A902.

BINDER COURSE



SURFACE COURSE



LEGEND

▲ BULK SAMPLE LOCATION (25 kg)

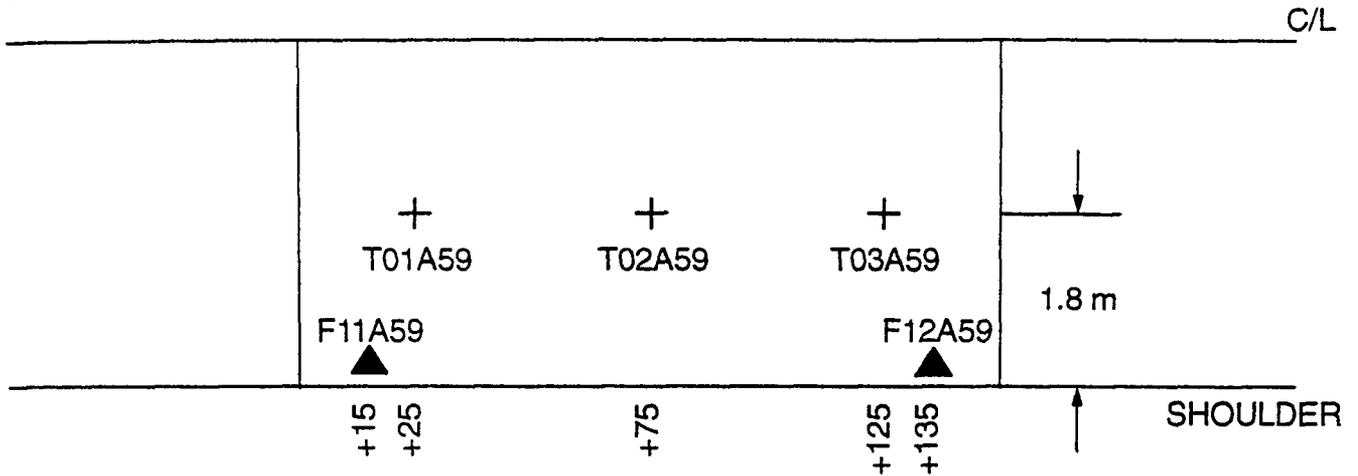
+ DENSITY TEST LOCATION

NOTES

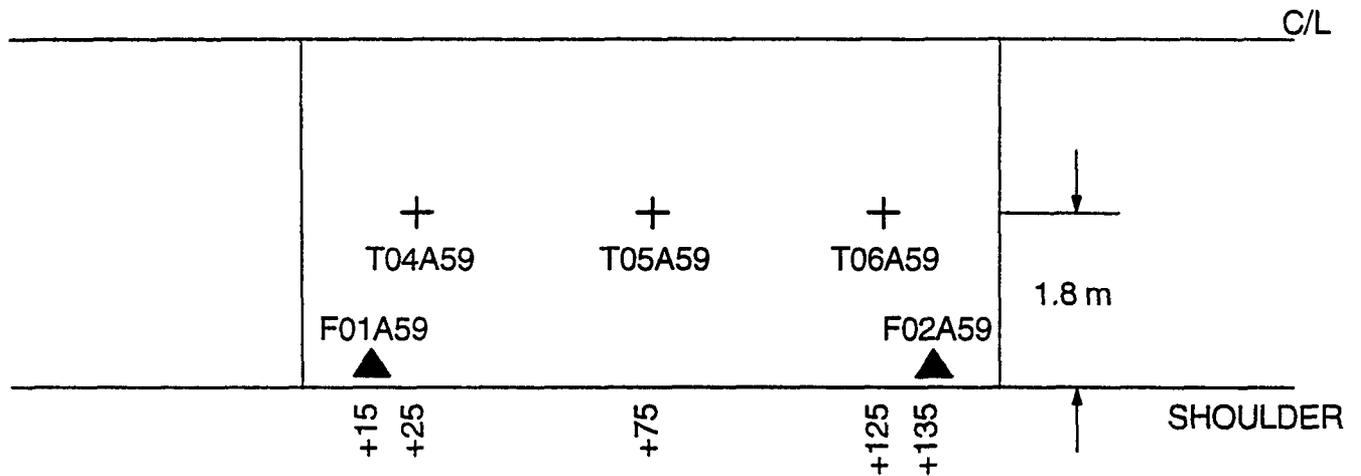
1. CONDUCT ELEVATION MEASUREMENTS ON CRACKED AND SEATED PCC SURFACE AND THE FINAL LIFT OF EACH COURSE.
2. CONDUCT DENSITY MEASUREMENTS ON FINAL LIFT OF EACH COURSE.
3. OBTAIN BULK SAMPLES ON FINAL LIFT OF EACH COURSE AT LOCATION SHOWN WITHIN STUDY LANE EITHER FROM HAUL VEHICLES OR AT THE PAVER.

Figure 6. Construction Sampling and Testing - 18A903.

BINDER COURSE



SURFACE COURSE



LEGEND

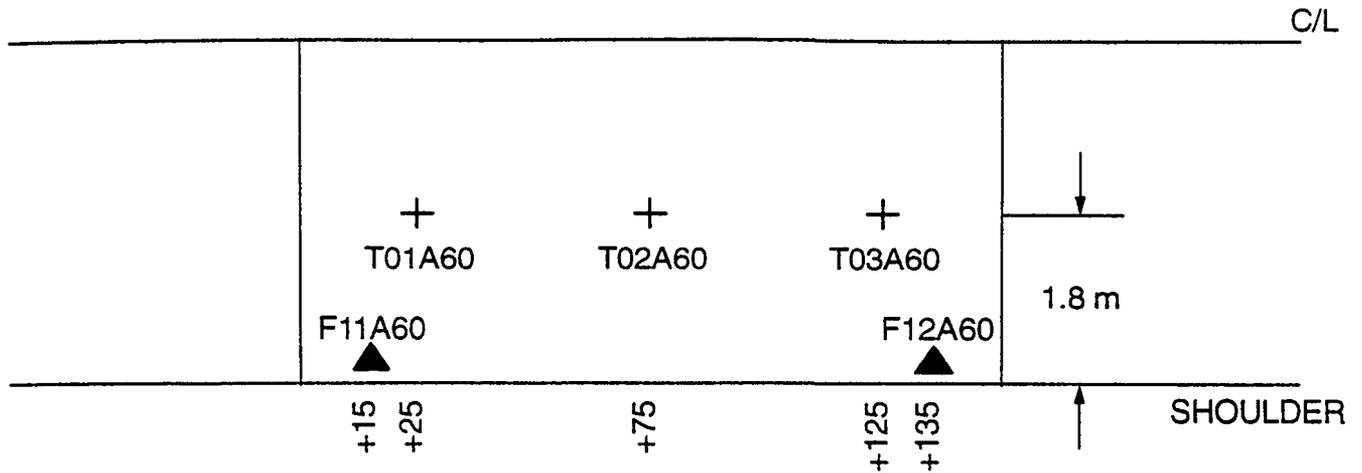
- ▲ BULK SAMPLE LOCATION (25 kg)
- + DENSITY TEST LOCATION

NOTES

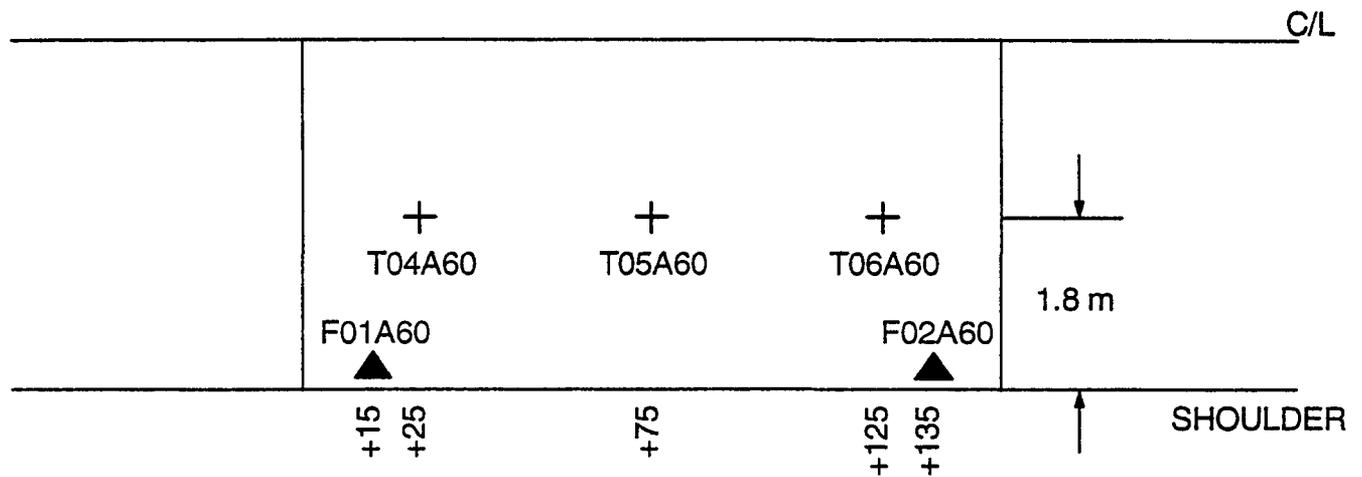
1. CONDUCT ELEVATION MEASUREMENTS ON CRACKED AND SEATED PCC SURFACE AND THE FINAL LIFT OF EACH COURSE.
2. CONDUCT DENSITY MEASUREMENTS ON FINAL LIFT OF EACH COURSE.
3. OBTAIN BULK SAMPLES ON FINAL LIFT OF EACH COURSE AT LOCATION SHOWN WITHIN STUDY LANE EITHER FROM HAUL VEHICLES OR AT THE PAVER.

Figure 7. Construction Sampling and Testing - 18A959.

BINDER COURSE



SURFACE COURSE



LEGEND

▲ BULK SAMPLE LOCATION (25 kg)

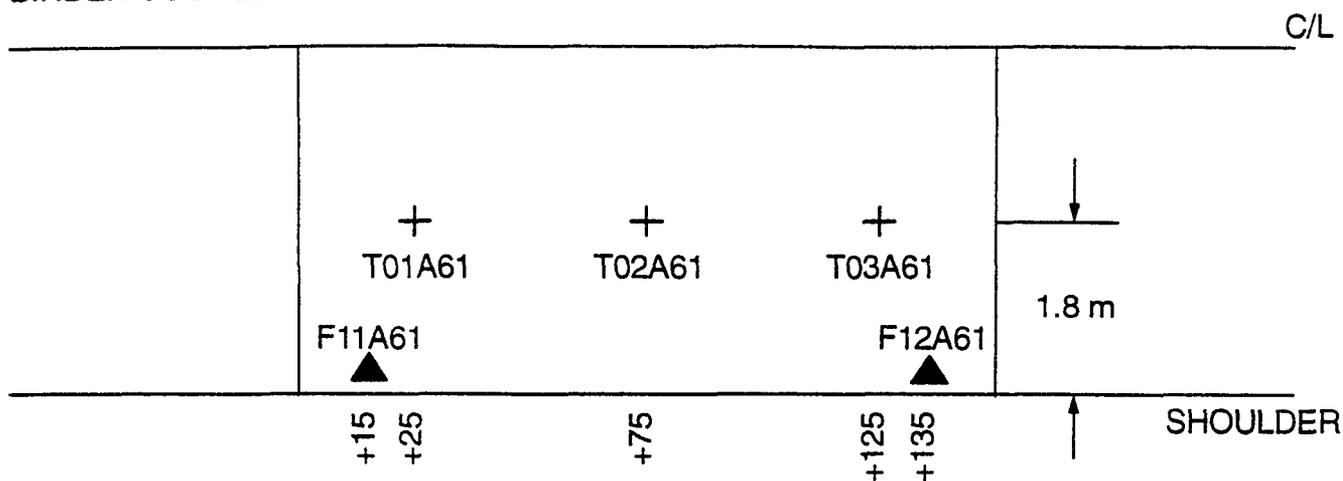
+ DENSITY TEST LOCATION

NOTES

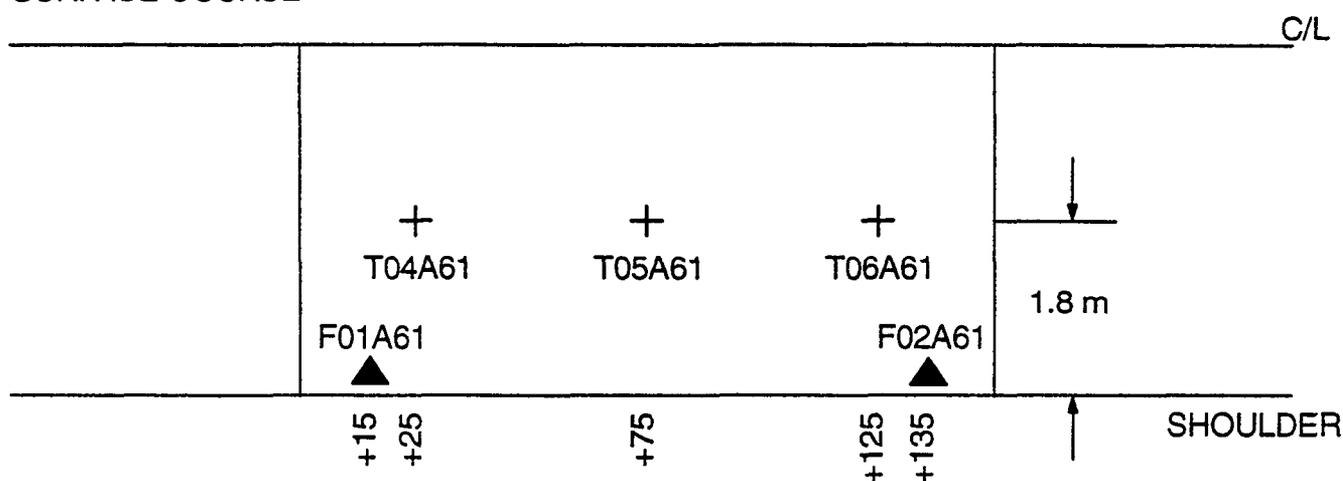
1. CONDUCT ELEVATION MEASUREMENTS ON CRACKED AND SEATED PCC SURFACE AND THE FINAL LIFT OF EACH COURSE.
2. CONDUCT DENSITY MEASUREMENTS ON FINAL LIFT OF EACH COURSE.
3. OBTAIN BULK SAMPLES ON FINAL LIFT OF EACH COURSE AT LOCATION SHOWN WITHIN STUDY LANE EITHER FROM HAUL VEHICLES OR AT THE PAVER.

Figure 8. Construction Sampling and Testing - 18A960.

BINDER COURSE



SURFACE COURSE



LEGEND

▲ BULK SAMPLE LOCATION (25 kg)

+ DENSITY TEST LOCATION

NOTES

1. CONDUCT ELEVATION MEASUREMENTS ON CRACKED AND SEATED PCC SURFACE AND THE FINAL LIFT OF EACH COURSE.
2. CONDUCT DENSITY MEASUREMENTS ON FINAL LIFT OF EACH COURSE.
3. OBTAIN BULK SAMPLES ON FINAL LIFT OF EACH COURSE AT LOCATION SHOWN WITHIN STUDY LANE EITHER FROM HAUL VEHICLES OR AT THE PAVER.

Figure 9. Construction Sampling and Testing - 18A961.

Attachment E

Layer Description and Thickness for Each Section

Table E-1 Layer Description and Thickness for each Section

Test Section	Layer Number	Material Code	Description	Average Layer Thickness (mm)
18A901 EB	1	206	Subgrade-poorly graded sand w/clay	N/A
	2	308	Subbase- soil aggregate mixture	18
	3	5	Cracked & seated JRCP	254
	4	1	AC Binder AC-20	114
	5	1	AC Surface AC-20	46
18A902 EB	1	206	Subgrade-poorly graded sand w/clay	N/A
	2	308	Subbase- soil aggregate mixture	18
	3	5	Cracked & seated JRCP	257
	4	1	AC Binder PG64-28	124
	5	1	AC Surface PG64-28	48
18A903 EB	1	207	Subgrade-poorly graded sand w/clay & gravel	N/A
	2	308	Subbase- soil aggregate mixture	18
	3	5	Cracked & seated JRCP	251
	4	1	AC Binder PG58-28	112
	5	1	AC Surface PG58-28	46
18A959 EB	1	206	Subgrade-poorly graded sand w/clay	N/A
	2	308	Subbase- soil aggregate mixture	18
	3	5	Cracked & seated JRCP	251
	4	1	AC Binder PG64-28 w/RAP	119
	5	1	AC Surface PG64-28 w/RAP	48
18A960 EB	1	206	Subgrade-poorly graded sand w/clay	N/A
	2	308	Subbase- soil aggregate mixture	18
	3	5	Cracked & seated JRCP	249
	4	1	AC Binder PG70-28	117
	5	1	AC Surface PG70-28	46

RAP = recycled asphalt pavement

Table E-1 Layer Description and Thickness for each Section (continued)

Test Section	Layer Number	Material Code	Description	Average Layer Thickness (mm)
18A961 EB	1	206	Subgrade-poorly graded sand w/clay	N/A
	2	308	Subbase- soil aggregate mixture	18
	3	5	Cracked & seated JRCP	251
	4	1	AC Binder PG64-16	122
	5	1	AC Surface PG64-16	43

RAP = recycled asphalt pavement

Attachment F
Project Deviation Reports

LTPP SPS Project Deviation Report Project Summary Sheet		State Code	<u> 2 </u>	<u> 6 </u>
		Project Code	<u> 0 </u>	<u> 0 </u>
Project Classification Information				
SPS Experiment Number SPS-9A		State or Province. Indiana		
LTPP Region		<input type="checkbox"/> North Atlantic	<input checked="" type="checkbox"/> North Central	<input type="checkbox"/> Southern <input type="checkbox"/> Western
Climate Zone		<input type="checkbox"/> Dry-Freeze	<input type="checkbox"/> Dry-No Freeze	<input checked="" 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, & 8). SPS-9				
Construction Start Date June 1997		Construction End Date July 1997		
FHWA Incentive Funds Provided to Agency for this Project				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Deviation Summary				
Site Location Deviations		<input type="checkbox"/> No Deviations	<input checked="" 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 checked="" type="checkbox"/> Incomplete	<input type="checkbox"/> Data Not Available
Materials Data		<input type="checkbox"/> All Scheduled Samples Obtained and Tested	<input checked="" type="checkbox"/> Incomplete	
Construction Data		<input type="checkbox"/> All Required Data Obtained	<input checked="" type="checkbox"/> Incomplete / Missing Data Elements	
Historical Traffic Data		<input checked="" type="checkbox"/> All Required Historical Estimates Submitted (SPS 5, 6, 7, & 9)		
		<input type="checkbox"/> Required Estimates Not Submitted		
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 type="checkbox"/> Monitoring Data Submitted	<input checked="" type="checkbox"/> No Monitoring Data Submitted	
FWD Measurements		<input checked="" type="checkbox"/> Pre-construction Tests Performed	<input checked="" type="checkbox"/> Construction Tests Performed	
		<input checked="" type="checkbox"/> Post-construction Tests Performed		
Profile Measurements		<input type="checkbox"/> Pre-construction Tests Performed	<input checked="" type="checkbox"/> Post-construction Tests Performed	
Distress Measurements		<input type="checkbox"/> Pre-construction Tests Performed	<input checked="" type="checkbox"/> Post-construction Tests Performed	
Maintenance and Rehab. Data.		<input type="checkbox"/> Complete Submission	<input type="checkbox"/> Incomplete	<input type="checkbox"/> Data Not Available
Friction Data:		<input type="checkbox"/> Complete Submission	<input type="checkbox"/> Incomplete	<input checked="" type="checkbox"/> Data Not Available
Report Status				
Materials Sampling and Test Plan.		<input checked="" type="checkbox"/> Document Prepared	<input checked="" type="checkbox"/> Final Submitted To FHWA	
Construction Report		<input checked="" type="checkbox"/> Document Prepared	<input checked="" type="checkbox"/> Final Submitted To FHWA	
AWS (SPS 1, 2, & 8)		<input type="checkbox"/> AWS Installed	<input type="checkbox"/> AWS Installation Report Submitted to FHWA	

LTPP SPS Project Deviation Report
Other Deviations

State Code
Project Code

 2 6
 0 9 0 0

Comments Pertain to All Test Sections on Project

Comments Pertain Only to Section(s) (Specify) _____

Other Deviation Comments

None known

**LTPP SPS Project Deviation Report
Site Location Guidelines Deviations**

State Code
Project Code

 2 6
 0 9 0 0

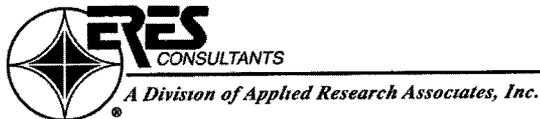
Comments Pertain to All Test Sections on Project

Comments Pertain Only to Section(s): (Specify) _____

Site Location Guideline Deviation Comments

All sections were moved to the eastbound lane instead of the westbound lane as originally planned to allow construction of the test sites at the beginning of the project

Submitted by



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