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Pavement Performance Division - LTPP
Turner-Fairbanks Highway Research Center
6300 Georgetown Pike, Room F-209
McLean, Virginia 22101-2767

Subject: SMP Round I Suspension Report - Test Section 281802/28SA

Dear Jack,

The seasonal section 281802/28SA, which is located on US-84, was suspended on 8 October 1996. This GPS-1 section is located about 2.41 km west of the Covington/Jones County Line, Mississippi, and belongs to cell 14 (wet-no freeze zone) of the Experiment Design.

Problems Encountered

Faulty sensors were one of the main problems encountered. A list of all other problems encountered is provided below.

1. The ONSITE had to be reset in December 1995 in order to correct the time.

2. Only two rounds of testing were carried out in January 1996 due to rain.

3. Manual traces were taken due to problems with TDR in February 1996.

4. The ONSITE data for March 1996 was lost.

5. The ONSITE was reset in April 1996.

Suspension Activities

The following activities were carried out per Directive SM-8.

1. Inspection and numbering of the Time Domain Reflectometry (TDR) sensor cables.

2. Final water table depth measurements were taken, followed by sealing the end of the well pipe. The access cover was inspected to determine if any repairs were needed and repairs carried out if necessary. Drainage conditions were inspected to ensure that no water would be accumulated.

3. Condition assessment of the instrumentation hole per Directive SM-4, followed by repairs that were found to be necessary.

4. Section markings were made to help locate deflection test points and elevation survey points.

5. The ONSITE data was uploaded and the air temperature sensor, rain gauge and support pole were all dismantled. Power to the CR10 was turned off and the sensor wires were disconnected from the panel board; the panel board was then disconnected.

6. Anti-corrosion compounds were applied to the TDR BNC connectors, electrical resistivity connector and MRC temperature lead wires, and all the wires and connectors were sealed in plastic bags and placed in the cabinet.

7. Cabinet locks were inspected and replaced where necessary.

8. Photographs of the instrumentation hole, access trench and distresses occurring in the SMP monitoring zone were taken.

The following supplemental information is attached to this report.

1. Summary of the SMP measurements.

2. Color copies of site photographs taken during suspension preparation activities.

Should you have any questions or comments regarding this report, or require further information, please contact me.

Sincerely,

Mark P. Gardner, P.E.
Project Manager, SRSC
MPG:dmj
Attachment: As stated.
cc.w/Att: Gonzalo Rada, MACTEC-MD