19 May 2003

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Federal Highway Administration (HRDI-13)
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 481060/48SF

Dear Jack,

The seasonal section 481060/48SF, which is located on US-77, was suspended on 26 June 1995. This GPS-1 section is located approximately 1.1 km south of SH-239 in Texas and belongs to cell 10 (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. TDR's 1, 2, and 3 were faulty in March 1994.
2. Sensors 1, 2, and 3 were temporarily faulty in April 1994.
3. Sensor 1 was again faulty from July 1994 through September 1994.
4. The MOBILE file for September 1994 was corrupted and unreadable.
5. The ONSITE file for January 1995 was not retrieved.
6. Sensors 1-5 were faulty from March 1995 to April 1995 and again from July 1994 through the suspension date.
7. FWD testing and manual distress data collection for 14 March 1995 could not be carried out due to continuous rain; however, this was completed on 15 March 1995.

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 were 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.
3. Site layout schematic.

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