

19 May 2003

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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 481077/48SA

Dear Jack,

The seasonal section 481077/48SA, which is located on US-287, was suspended on 22 June 1995. This GPS-1 section is located about 0.5 km south of Estelline, Texas, and belongs to cell 13 (dry-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 CRREL Resistivity probe did not work due to a defective multiplexer and test panel. The probe was installed, but never was functional. It was determined that this area would not have a freeze/thaw cycle that would produce significant data.
2. The MOBILE file for January 1994 was never retrieved.
3. The MOBILE file for April 1994 was corrupted and unreadable.
4. Sensor 1, 2, and 3 were faulty from 26 June 1994 on.
5. The MOBILE file for February 1995 was corrupted and unreadable.
6. The MOBILE file for March 1995 was corrupted and unreadable.
7. The patch was in bad condition and had to be sealed periodically.

#### **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