SDHPT 512-10

TEXAS A&M UNIVERSITY

TEXAS TRANSPORTATION INSTITUTE

COLLEGE STATION TEXAS 77843

HIGHWAY MATERIALS

December 4, 1981

250.512
(512-10)

Report No. 512-10

Mr. Phillip L. Wilson
State Planning Engineer, Transportation
State Department of Highways
and Public Transportation
Austin, Texas 78701

Attention: Mr. Ivan K. Mays

Dear Sirs:

Enclosed is a reproducible original and seven copies of the flexible pavement evaluation (visual survey) information on FCIP Study No. 1-10-75-512, "Post Construction Evaluation of U.S. 69 Sulphur Asphalt Pavement Test Sections in Lufkin, Texas".

As you may recall alternate reports on the condition of this SEA field trial are to consist of a visual survey and a set of slides including a view of each test section. A set of these slides with an identification key is also enclosed.

As of October, 1981, the entire segment of the field trails (consisting of ten sub-sections) is in excellent condition with an overall ride quality as measured by the Mays Meter of 4 +.

Wheel track depressions in the sulphur sections are in general less than 1/8". The wheel track depressions in the control sections average about 5/16".

The cracking is limited to minor longitudinal cracks in the control sections and connecting cracks where numerous cores have been taken during the past almost six years.

If you have any questions, please feel free to call.

Sincerely,

Bob M. Gallaway
Research Engineer

BMG/bc
Enclosures

RECEIVED
DEC 10 1981
TRANSPORTATION PLANNING
D-19

DEC 11 1981

cc: Dr. Jon A. Epps
Dr. C. V. Wootan
Mr. J. L. Beaird
Mr. Harold L. Fike

SLIDE TITLE KEY

SULPHUR EXTENDED ASPHALT (SEA)

LUFKIN FIELD TRIALS, U.S. 69, PROJECT 2512

(Taken October 21, 1981)

Slide Number	Slide Caption	Correct Caption
1	Lane R, Section 1	Section 10
2	Lane R, Section 1	Section 10
3	Lane R, Section 2	Sections 8 and 9
4	Lane R, Section 3	Section 7
5	Lane R, Section 4	Section 6
6	Lane R, Section 5	Same (Correct)
7	Lane R, Section 6	Section 4
8	Lane R, Sections 2 and 3	Same (Correct)
9	Lane R, Section 1	" "
10	Lane S, Section 10	" "
11	Lane S, Sections 8 and 9	" "
12	Lane S, Section 7	" "
13	Lane S, Section 6	" "
14	Lane S, Section 5	" "
15	Lane S, Section 4	" "
16	Lane S, Sections 2 and 3	" "
17	Lane S, Section 1	" "

FLEXIBLE PAVEMENT EVALUATION

SYSTEM - ID & CARD - ID: MMS E1 (cols 1-5)

DISTRICT NO.: 11 (cols 6-7)

RATERS:

BENSON FREDC (cols 8-29)

LYONSD (cols 31-51)

DATE: MONTH 10 (cols 60-61) DAY (cols 62-63) YEAR 1981 (cols 64-67)

Sheet 1 of 2

COMMENTS / NOTES

NOTE:
ZERO SHOULD BE INSERTED IN APPROPRIATE PAVEMENT CONDITION COLUMN IF NO VISUAL DEFECT IS NOTED

Section 3 - Transverse cracking from cores.

Section 4 - Transverse cracking from cores.

Notes: (1) Most of transverse cracking was associated with cores.
(2) Where distress is noted, in most cases it is toward lower end of distress amount interval.

LOCATION										PAVEMENT CONDITIONS												
SYSTEM ID	CARD - ID	COUNTY NO	FOREMAN NO	HIGHWAY NO	FROM MILEPOST	FROM DISPLACEMENT + / -	TO MILEPOST	TO DISPLACEMENT + / -	LANE	RUTTING 1/2"-1" = 1; >1" = 2; % AREA; 1-25, 26-50, >50	RAVELING % AREA; 1-25, 26-50, >50	FLUSHING % AREA; 1-25, 26-50, >50	FAILURES NO. PER LN. MI.; 1-5, 6-10, >10	ALLIGATOR CRACKING % AREA; 1-10, 11-50, >50	LONGITUDINAL CRACKING LIN FT PER STA/LN; 1-99, 100-200, >200	TRANSVERSE CRACKING NO PER STA; 1-4, 5-10, >10	COMMENT CODE	SPEED LIMIT	Pavement Type			
MMS	E2		306	US 69					R	0	0	0	0	1	1	1		55	05	167+00	- 170+50	ASPH
MMS	E2								S	0	0	0	0	1	0	0		55	05			
MMS	E2								R	0	0	0	0	0	1	0		55	05	170+50	- 177+50	SEA
MMS	E2								S	0	0	0	0	0	0	0		55	05			
MMS	E2								R	0	0	0	0	0	0	0		55	05	170+	- 181+00	ASPH *
MMS	E2								S	0	0	0	0	0	0	0		55	05			
MMS	E2								R	0	0	0	0	0	0	1		55	05	181+00	- 184+50	SEA *
MMS	E2								S	0	0	0	0	1	0	0		55	05			
MMS	E2								R	0	0	0	0	1	1	1		55	05	184+50	- 188+00	SEA *
MMS	E2								S	0	0	0	0	1	0	1		55	05			
MMS	E2								R	0	0	0	0	0	0	0		55	05	188+00	- 193+00	SEA
MMS	E2								S	0	0	0	0	0	0	0		55	05			
MMS	E2								R	0	0	0	0	1	1	1		55	05	193+00	- 200+00	SEA
MMS	E2								S	0	0	0	0	0	1	0		55	05			
MMS	E2																					

* Reduced Thickness Sections

FLEXIBLE PAVEMENT EVALUATION

SYSTEM - ID & CARD - ID: MMS E1 (cols 1-5)

DISTRICT NO.: 11 (cols 6-7)

RATERS:

BENSON FRED C (cols 8-29)

LYONS D (cols 31-51)

DATE: MONTH 10 (cols 60-61) DAY 21 (cols 62-63) YEAR 1981 (cols 64-67)

Sheet 2 of 2

COMMENTS / NOTES

NOTE:
ZERO SHOULD BE INSERTED IN APPROPRIATE PAVEMENT CONDITION COLUMN IF NO VISUAL DEFECT IS NOTED

PAVEMENT CONDITIONS

LOCATION

SYSTEM ID	CARD - ID	COUNTY NO	FOREMAN NO	HIGHWAY NO	FROM MILEPOST	FROM DISPLACEMENT (+ −)	TO MILEPOST	TO DISPLACEMENT (+ −)	LANE	RUTTING (1/2"–1" = 1; >1" = 2; % AREA; 1 – 25; 26 – 50; >50)	RAVELING (% AREA; 1 – 25; 26 – 50; >50)	FLUSHING (% AREA; 1 – 25; 26 – 50; >50)	FAILURES (NO. PER LN. MI.; 1 – 5; 6 – 10; >10)	ALLIGATOR CRACKING (% AREA; 1 – 10; 11 – 50; >50)	LONGITUDINAL CRACKING (LIN FT PER STA/LN; 10 – 99; 100 – 200; >200)	TRANSVERSE CRACKING (NO PER STA; 1 – 4; 5 – 10; >10)	COMMENT CODE	SPEED LIMIT	Pavement Type
MMS	E2	30	6	US 69					R	0	0	0	0	0	1	1		55	05
MMS	E2								S	0	0	0	0	0	1	1			
MMS	E2																		
MMS	E2																		
MMS	E2																		
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