

SDHPT 512-11

FILE 0-10 JFN-IKM-RN
SPECT ESPC APC PD
RC RET FILED DTG R

TEXAS A&M UNIVERSITY

TEXAS TRANSPORTATION INSTITUTE
COLLEGE STATION TEXAS 77843

750. 512-11

HIGHWAY MATERIALS

June 7, 1982



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". Also enclosed is a set of slides giving views of the test sections.

One change observed to have taken place in the trial sections since October of 1981 is the first slight increase in rutting in Lane R, the travelled lane, for several sections. This rutting or wheel track depression ranges from 1/2 to 3/4 inch and has occurred mainly in the inside wheelpath of the outside (travelled) lane in the following sections:

<u>Trial Section</u>	<u>Station to Station</u>	<u>Field Trial Material</u>
Section 10	167+00 to 170+50	4.8% AC HMAC;
Sections 8 & 9	170+50 to 177+50	5.65% SEA HMAC over 4.8% AC HMAC;
Section 7	177+50 to 181+00	5.4% AC Hot Sand;
Sections 2 & 3	193+00 to 200+00	5.65% SEA HMAC over 6% SEA Hot Sand;
Section 1	200+00 to 203+50	4.8% AC HMAC over 5.4% AC Hot Sand

The other changes observed are small increases in one or two of the distress types of alligator, longitudinal and transverse cracking for each of several sections. In all but one instance, the distress

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magnitude has gone from negligible in the October, 1981, visual evaluation to the first reportable, or least amount category, in the April, 1982, visual evaluation.

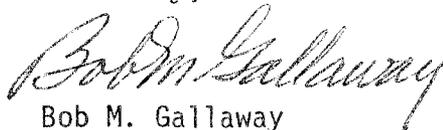
Average values of Pavement Rating Scores for the SEA sections and the pure asphalt cement sections at 85 and 84, thus being approximately equal at this time.

All required tasks have been performed. The total project budget is \$2,106, and funds spent total approximately \$1,800 at this time.

The onset of rutting in four of the SEA and all of the pure asphalt cement sections in the travelled lane is the significant factor presently affecting, only slightly, the performance of the trial sections - SEA Sections 4, 5 and 6 have not experienced this problem. It should also be noted that Sections 5, 6 and 7 are the thin sections - underdesigned in an effort to show early distress.

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

Sincerely,



Bob M. Gallaway
Research Engineer

BMG/bc

Enclosures

