

# TEXAS A&M UNIVERSITY

TEXAS TRANSPORTATION INSTITUTE  
COLLEGE STATION TEXAS 77843

HIGHWAY MATERIALS

January 30, 1981

Ref. SDHPT No. D-10R-80-81-512  
FCIP Study 1-10-75-512  
Report No. 512-8

Mr. M. G. Goode  
Engineer-Director  
State Department of Highways  
and Public Transportation  
Austin, Texas 78701

Attention: Mr. Phillip L. Wilson ✓  
State Planning Engineer, Transportation

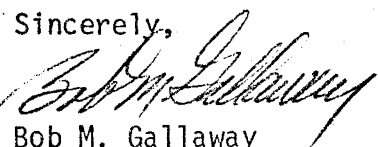
Dear Sir:

As per our agreement we are submitting the following brief report on the Lufkin U.S. 69 Sulfur Field Trials.

1. A visual evaluation was performed on November 11, 1980. A copy of the evaluation sheet giving the section-by-section condition is attached. Based on this evaluation the road is in excellent condition.
2. All required tasks were performed.
3. Total budget = \$4,339.00 Funds spent = \$1,200.00.
4. The funds available for laboratory evaluation of the cores to be taken in April are not adequate.
5. Based on the visual survey, the major finding remains, as it has in the past for this study, SEA binders are equal to or better than pure asphalt.
6. Close-up color slides are included showing the surface of each subsection of the field trials.

Should you have any questions, please feel free to write or call.

RECEIVED

Sincerely,  


Bob M. Gallaway  
Research Engineer

BMG/bc  
Enclosure  
cc: Dr. Donald Saylak  
Mr. K. A. Manning

# FLEXIBLE PAVEMENT EVALUATION

SYSTEM - ID <span style="border: 1px solid black; padding: 2px;">MMS</span> <span style="border: 1px solid black; padding: 2px;">E1</span> DISTRICT NO. <span style="border: 1px solid black; padding: 2px;">11</span> & CARD - ID <span style="border: 1px solid black; padding: 2px;">123</span> <span style="border: 1px solid black; padding: 2px;">45</span>										PAVEMENT CONDITIONS										COMMENTS / NOTES	
RATERS: <span style="border: 1px solid black; padding: 2px;">D. Williams</span> <span style="border: 1px solid black; padding: 2px;">J. K.</span> <span style="border: 1px solid black; padding: 2px;">Lyons, D.</span> DATE: MONTH <span style="border: 1px solid black; padding: 2px;">11</span> DAY <span style="border: 1px solid black; padding: 2px;">21</span> YEAR <span style="border: 1px solid black; padding: 2px;">1980</span>										RUTTING	RAVELLING	FLUSHING	FAILURES	ALLIGATOR CRACKING	LONGITUDINAL CRACKING	TRANSVERSE CRACKING	COMMENT CODE	SPEED LIMIT	Pavement Type		
SYSTEM ID	CARD - ID	COUNTY NO	FOREMAN NO	HIGHWAY NO	FROM MILEPOST	TO MILEPOST	LANE	NO. PER AREA	NO. PER AREA											NO. PER STA/LN	NO. PER STA
MMS	E2	003	06	US 69			S	0	0	0	0	55	05	167+00	-	170+50					
MMS	E2						S	0	0	0	0	55	05	167+00	-	170+50					
MMS	E2						S	0	0	0	0	55	05	170+50	-	177+50					
MMS	E2						S	0	0	0	0	55	05	170+50	-	177+50					
MMS	E2						S	0	0	0	0	55	05	177+50	-	181+00					
MMS	E2						S	0	0	0	0	55	05	177+50	-	181+00					
MMS	E2						S	0	0	0	0	55	05	181+00	-	184+50					
MMS	E2						S	0	0	0	0	55	05	181+00	-	184+50					
MMS	E2						S	0	0	0	0	55	05	184+50	-	188+00					
MMS	E2						S	0	0	0	0	55	05	184+50	-	188+00					
MMS	E2						S	0	0	0	0	55	05	181+50	-	188+00					
MMS	E2						S	0	0	0	0	55	05	188+00	-	193+00					
MMS	E2						S	0	0	0	0	55	05	188+00	-	193+00					
MMS	E2						S	0	0	0	0	55	05	193+00	-	200+00					
MMS	E2						S	0	0	0	0	55	05	193+00	-	200+00					
MMS	E2						S	0	0	0	0	55	05	200+00	-	203+50					

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

