

EXPERIMENTAL PROJECT DATA SHEET

NAME: 19 Miles North of Avon-North and Devil's Dip-North and South
 NUMBER: RTF 41-1(12)19 and STPP 41-1(10)28
 YEAR: 1997

Location	Treatment	# of Cracks		Ruts (mm)				Picture #	Comments
		150' N	150'S	NB		SB			
				OWP	IWP	IWP	OWP		
mp 20	91.4 mm CIPR	2	3	0	0	4	7	1	not all cracks full length, most cracks sealed in all stations
mp 21	91.4 mm CIPR	2	2	0	0	0	0	2	not all cracks full length
mp 22	91.4 mm CIPR	1	0	0	3	2	0	3	not all cracks full length
mp 23	91.4 mm CIPR	1	2	2	0	0	0	4	full length cracks
mp 24	91.4 mm CIPR	0	2	2	0	0	3	5	full length cracks
mp 25	91.4 mm CIPR	1	1	4	0	4	8	6	full length cracks
mp 26	91.4 mm CIPR	1	0	3	3	0	0	7	full length cracks
mp 27	91.4 mm CIPR	1	1	4	0	0	8	8	full length cracks
mp 28	61mm CIPR	1	1	3	3	3	3	9	full length cracks
mp 29	61mm CIPR	2	1	0	0	0	0	10	not all cracks full length
mp 30	61mm CIPR	2	1	0	0	0	5	11	not all cracks full length, few (about 5, up to about 3/4") popouts
mp 31	61mm CIPR	3	1	4	0	4	7	12	not all cracks full length, 1 popouts about 1/2 "
mp 32	61mm CIPR	2	3	0	0	4	2	13	full length cracks
91.4 mm CIPR Avg				1.88	0.75	1.25	3.25		
91.4 mm CIPR Std				1.62	1.30	1.71	3.56		
61 mm CIPR Avg				1.40	0.60	2.20	3.40		
61 mm CIPR Std				1.74	1.20	1.83	2.42		
91.4 mm CIPR # of Cracks/Mile		44							
91.4 mm CIPR Std		0.829							
61 mm CIPR # of Cracks/Mile		59.84							
61 mm CIPR Std		0.781							

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 YEAR: 1998

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		150' N	150'S	NB		SB				
				OWP	IWP	IWP	OWP			
mp 20	91.4 mm CIPR	2	3	1	1	2	7	#1	most cracks were full length, with some popouts, otherwise the road looks pretty good	
mp 21	91.4 mm CIPR	2	2	4	2	0	2	#2		
mp 22	91.4 mm CIPR	1	0	4	0	0	3	#3		
mp 23	91.4 mm CIPR	1	2	5	1	0	1	#4		
mp 24	91.4 mm CIPR	1	2	5	2	0	3	#5		
mp 25	91.4 mm CIPR	2	2	6	0	6	13	#6		uphill in south bound lane
mp 26	91.4 mm CIPR	1	0	6	3	0	5	#7		
mp 27	91.4 mm CIPR	2	1	4	2	0	3	#8		
mp 28	61mm CIPR	1	1	1	0	1	1	#9		
mp 29	61mm CIPR	2	1	1	1	1	1	#10		
mp 30	61mm CIPR	1	3	0	0	0	1	#11	pitting/popouts occurs in a portion of this road, largest being 150mm by 65, probably diesel spilling, 5 total	
mp 31	61mm CIPR	2	1	3	0	3	7	#12		1 pit/popout 90 by 90 mm
mp 32	61mm CIPR	1	3	0	0	4	3	#13		
91.4 mm CIPR	Avg			4.4	1.4	1.0	4.6			
	Std			1.5	1.0	2.0	3.6			
61 mm CIPR	Avg			1.0	0.2	1.8	2.6			
	Std			1.1	0.4	1.5	2.3			
91.4 mm CIPR	# of Cracks/Mile			52.8						
	std			0.8						
61 mm CIPR	# of Cracks/Mile			56.3						
	std			0.8						

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NAME: 19 Miles North of Avon-North and Devil's Dip-North and South
 NUMBER: RTF 41-1(12)19 and STPP 41-1(10)28
 YEAR: 1999

Location	Treatment	Cracks 300'		Ruts (mm)				Picture #	Comments
		NB	SB	NB		SB			
				OWP	IWP	IWP	OWP		
mp 20	91.4 mm CIPR	4	3.5	4.0	2.0	5.0	10.0	1	fine raveling, most cracks sealed or less than 1/8 inch width
mp 21	91.4 mm CIPR	3.25	4	5.0	4.0	0.0	3.0	2	fine raveling, one crack 5/8 full length, two cracks on shoulder beginning bto extend into driving lane (not counted), 3 full length cracks, all cracks sealed
mp 22	91.4 mm CIPR	1	1	5.0	2.0	2.0	9.0	3	fine raveling, crack full length and sealed
mp 23	91.4 mm CIPR	3.5	4.5	6.0	3.0	1.0	4.0	4	fine raveling
mp 24	91.4 mm CIPR	3	3	5.0	2.0	2.0	6.0	5	fine raveling, all cracks full length and sealed
mp 25	91.4 mm CIPR	3	3	8.0	2.0	8.0	14.0	6	fine raveling, 8' of , all cracks full length and sealed, slight bleeding in SB WP
mp 26	91.4 mm CIPR	1	1	8.0	5.0	1.0	9.0	7	fine raveling, 129' of sealed longitudinal cracking, transverse crack full length and sealed
mp 27	91.4 mm CIPR	3	3	5.0	3.0	4.0	7.0	8	fine raveling, slight flushing in SB WP, cracks sealed and full length
mp 28	61mm CIPR	2	2	6.0	5.0	3.0	6.0	9	fine raveling, all cracks are full length and sealed
mp 29	61mm CIPR	3	3	2.0	3.0	4.0	4.0	10	fine raveling, 30' sealed longitudinal cracking, all transverse cracks full length and sealed
mp 30	61mm CIPR	2.5	4.5	4.0	3.0	2.0	4.0	11	fine raveling, sealed transverse cracks
mp 31	61mm CIPR	2.6	3	8.0	2.0	7.0	10.0	12	fine raveling, one crack 7/8 full length and all cracks sealed
mp 32	61mm CIPR	4	4	3.0	2.0	5.0	6.0	13	fine raveling, cracks full length and sealed
91.4 mm CIPR	Avg.			5.8	2.9	2.9	7.8		
	Std			1.4	1.1	2.5	3.3		
61 mm CIPR	Avg.			4.6	3.0	4.2	6.0		
	Std			2.2	1.1	1.7	2.2		
91.4 mm CIPR	# of Cracks/Mile			49.2					
	std			1.1					
61 mm CIPR	# of Cracks/Mile			53.9					
	std			0.8					

The grade B looks tighter, but it also has more flushing. The both still look pretty good, but the SAMI looks to be beginning to break up.

Picture number 19 is near MP 31.

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 YEAR: 2000

Location	Treatment	# of Cracks		Ruts (mm)				Picture #	Comments
		150' N	150'S	NB		SB			
				OWP	IWP	IWP	OWP		
mp 20	91.4 mm CIPR	3	4.25	3	4	5	9	1	
mp 21	91.4 mm CIPR	4	3.5	5	3	2	3	2	
mp 22	91.4 mm CIPR	2	0	6	3	15	12	3	
mp 23	91.4 mm CIPR	0	4	5	5	2	5	4	
mp 24	91.4 mm CIPR	2	4	6	4	2	7	5	
mp 25	91.4 mm CIPR	4	2	5	4	7	16	6	
mp 26	91.4 mm CIPR	2	0	9	9	2	10	7	
mp 27	91.4 mm CIPR	4	2	4	4	5	7	8	
mp 28	61mm CIPR	2	2.5	5	6	3	5	9	
mp 29	61mm CIPR	4	2	2	4	5	4	10	
mp 30	61mm CIPR	3	2	4	5	4	3	11	
mp 31	61mm CIPR	3	2	5	2	9	11	12	
mp 32	61mm CIPR	2	6	3	3	6	7	13	
91.4 mm CIPR Avg				5.38	4.5	5.00	8.6		
Std				1.65	1.8	4.18	3.8		
61 mm CIPR Avg				3.80	4.0	5.40	6.0		
Std				1.17	1.4	2.06	2.8		
91.4 mm CIPR # of Cracks/Mile				89.65					
std				1.49					
61 mm CIPR # of Cracks/Mile				100.3					
std				1.226					

EXPERIMENTAL PROJECT DATA SHEET

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 YEAR: 2001

Final Evaluation

Location	Treatment	# of Cracks		Ruts (mm)				Picture #	Comments
		150' N	150'S	NB		SB			
				OWP	IWP	IWP	OWP		
mp 20	91.4 mm CIPR	4	4.6	4	5	5	10	1	
mp 21	91.4 mm CIPR	4	3.7	6	3	4	7	2	
mp 22	91.4 mm CIPR	3.5	3.9	7	4	17	17	3	
mp 23	91.4 mm CIPR	0	4	5	6	2	6	4	
mp 24	91.4 mm CIPR	2.5	4.5	7	5	2	9	5	
mp 25	91.4 mm CIPR	2	4	12	3	9	17	6	
mp 26	91.4 mm CIPR	2	0.5	10	9	2	10	7	
mp 27	91.4 mm CIPR	4.2	2.5	6	4	5	10	8	A few pop-outs
mp 28	61mm CIPR	2	2.5	8	6	3	8	9	
mp 29	61mm CIPR	4	2	3	4	5	5	10	
mp 30	61mm CIPR	3.2	6	6	5	8	12	11	
mp 31	61mm CIPR	3.6	2	5	3	9	12	12	
mp 32	61mm CIPR	2	6	4	3	7	8	13	
91.4 mm CIPR Avg				7.1	4.9	5.8	10.8		
Std				2.5	1.8	4.8	3.9		
61 mm CIPR Avg				5.2	4.2	6.4	9.0		
Std				1.7	1.2	2.2	2.7		
91.4 mm CIPR # of Cracks/Mile				109.8					
std				1.4					
61 mm CIPR # of Cracks/Mile				117.2					
std				1.5					

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 YEAR: 2001

Final Evaluation

Location	Treatment	No. of Cracks		Ruts (mm)			
		150' N	150' S	NB		SB	
				OWP	IWP	IWP	OWP
mp 20	91.4 mm CIPR	4	4.6	4	5	5	10
mp 21	91.4 mm CIPR	4	3.7	6	3	4	7
mp 22	91.4 mm CIPR	3.5	3.9	7	4	17	17
mp 23	91.4 mm CIPR	0	4	5	6	2	6
mp 24	91.4 mm CIPR	2.5	4.5	7	5	2	9
mp 25	91.4 mm CIPR	2	4	12	3	9	17
mp 26	91.4 mm CIPR	2	0.5	10	9	2	10
mp 27	91.4 mm CIPR	4.2	2.5	6	4	5	10
mp 28	61mm CIPR	2	2.5	8	6	3	8
mp 29	61mm CIPR	4	2	3	4	5	5
mp 30	61mm CIPR	3.2	6	6	5	8	12
mp 31	61mm CIPR	3.6	2	5	3	9	12
mp 32	61mm CIPR	2	6	4	3	7	8

91.4 mm CIPR	Avg	7.1	4.9	5.8	10.8
	Std	2.5	1.8	4.8	3.9

61 mm CIPR	Avg	5.2	4.2	6.4	9.0
	Std	1.7	1.2	2.2	2.7

91.4 mm CIPR	No. of Cracks/Mile	109.8
	STD	1.4

61 mm CIPR	No. of Cracks/Mile	117.2
	STD	1.5

Averaged Cracks per Mile

	91,4mm	66mm
1999	49	54
2000	90	100
2001	110	117

